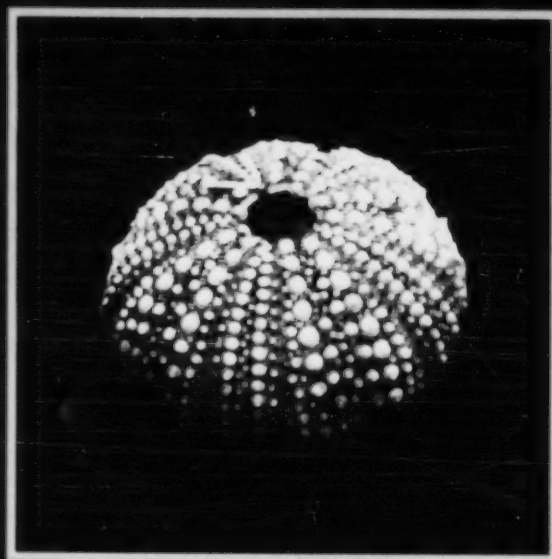




# PACIFIC STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE



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2008 ANNUAL REPORT



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## OIL SPILL TASK FORCE



The states of Alaska, Washington, Oregon, California, and Hawaii have joined with the Province of British Columbia in order to combine resources and coordinate efforts to protect their shared waters and 56,660 miles of sensitive coastlines from the devastating impacts of oil spills.

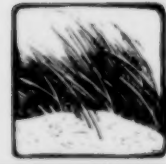




PACIFIC STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE



The states of Alaska, Washington, Oregon, California, and Hawaii have joined with the Province of British Columbia in order to combine resources and coordinate efforts to protect their shared waters and 56,660 miles of sensitive coastlines from the devastating impacts of oil spills.



This Annual Report of the Pacific States/British Columbia Oil Spill Task Force is submitted to the Premier of British Columbia and the Governors of California, Oregon, Washington, Hawaii, and Alaska, as well as to the citizens whom they represent. It provides information on the activities and accomplishments of the Task Force and its member agencies from July 2007 through June 2008.

The States/British Columbia Oil Spill Task Force was established by a Memorandum of Cooperation signed in 1989, following two West Coast oil spill incidents. The first involved the barge *Nestucca*, which spilled oil impacting the coasts of Washington and British Columbia in December of 1988. The second incident was the catastrophic spill by the T/V *Exxon Valdez* in Alaska's Prince William Sound in March of 1989. These events highlighted common concerns shared by West Coast states and the Province of British Columbia related to spill risks from coastal vessel traffic, the need for cooperation across shared borders, and a shared commitment among West Coast citizens of both the US and Canada to protect their unique marine resources.

The Oil Spill Task Force produced a report in October of 1990 that included 46 joint recommendations for spill prevention and response, as well as recommendations specific to each member's jurisdiction. Most of these recommendations have since been incorporated into state or provincial statutes, rules, or programs. They are also reflected in the U.S. Federal Oil Pollution Act passed in 1990 (OPA '90),

as well as the Canadian Shipping Act Amendments adopted in 1993.

When the State of Hawaii authorized its Department of Health, Environmental Health Division, to join the Task Force in 2001, the governing Memorandum of Cooperation was updated and signed by Hawaii Governor Benjamin Cayetano, Alaska Governor Tony Knowles, Washington Governor Gary Locke, Oregon Governor John Kitzhaber, California Governor Gray Davis, and Gordon Campbell, Premier of British Columbia. The organization's name was changed to the *Pacific States/British Columbia Oil Spill Task Force*.

The continuing focus of the Task Force is on fostering regulatory compatibility, sharing information and resources, and coordinating regional projects to improve oil spill prevention, preparedness, and response in the shared Pacific waters of the U.S. and Canada. These efforts are guided by our five-year Strategic Plans and are based on our Mission, Goals, and Objectives as stated on the following page.



This Annual Report does not reflect oil spill prevention and response activities on the part of any federal agencies or industry organizations except as may have occurred in response to or in cooperation with the Pacific States/British Columbia Oil Spill Task Force or a member agency.



## *Long Term Vision Statement:*

No Spilled Oil.

## *Mission Statement:*

The mission of the Oil Spill Task Force is to strengthen state and Provincial abilities to prevent, prepare for, and respond to oil spills.

## *Ongoing Goals:*

- To prevent both large oil spills that cause catastrophic impacts in the waters of our member jurisdictions and the cumulative impacts of chronic small spills;
- To coordinate communication, policy development, response capabilities, prevention and preparedness initiatives, and education in order to maximize efficiency of effort; to learn from one another and share ideas and "products";
- To clarify the roles and responsibilities of state, provincial, and federal agencies in order to reduce regulatory gaps, overlaps, and conflicts;
- To advocate in national and international arenas on selected issues of common concern, earning respect through credibility, clarity of purpose, and collaboration;
- To work cooperatively with federal agencies, vessel and facility operators, the oil industry, response contractors, public interest groups, and all concerned citizens to create opportunities for political and technological breakthroughs by serving as a catalyst for progressive change;
- To educate the public on the impacts of oil spills and issues relating to spill prevention, preparedness, response, and restoration; and
- To serve as a model of regional cooperation and coordination.

## *Objectives:*

- Spill Prevention:** To prevent oil spills from vessels, pipelines, facilities, vehicles and railroads through development and implementation of regulatory and public/private partnerships.
- Spill Preparedness and Response:** To enhance oil spill preparedness and response capabilities in U.S. and Canadian Pacific coastal areas.
- Communications:** To continuously improve communications within the Task Force as well as with key stakeholders and the general public, and to maintain a high level of public and stakeholder involvement in Task Force activities.



## *Task Force Members*

**STEVE EDINGER** (2008)

ACTING ADMINISTRATOR, Office of Spill  
Prevention and Response,  
California Department of Fish  
and Game

**LARRY HARTIG** (2007-2008)

COMMISSIONER, Alaska Department of  
Environmental Conservation

**LAURENCE LAU** (2003-2008)

DEPUTY DIRECTOR for Environmental  
Health, Hawaii Department of Health

**JAY MANNING** (2001-2008)

DIRECTOR, Washington Department  
of Ecology

**DICK PEDERSEN** (2007-2008)

DIRECTOR, Oregon Department of  
Environmental Quality

**JOAN HESKETH** (2007-2008)

DEPUTY MINISTER, British Columbia  
Ministry of Environment

## *Coordinating Committee Members:*

**LARRY DIETRICK** (1999-2008)

Alaska Department of Environmental  
Conservation

**GRAHAM KNOX** (2006-2008)

British Columbia Ministry of  
Environment

**CURTIS MARTIN** (2001-2008)

Hawaii Department of Health

**STEVE SAWYER** (2006-2008)

Office of Spill Prevention and Response,  
California Department of Fish and Game

**JON NEEL** (1989-1998, 2005-2008)

Washington Department of Ecology

**MIKE ZOLLITSCH** (1997-2008)

Oregon Department of  
Environmental Quality

## *Executive Coordinator:*

**JEAN CAMERON** (1993-2008)

Pacific States/British Columbia  
Oil Spill Task Force



FROM THE EXECUTIVE COORDINATOR

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## Dear Reader,

*This year marked my 15th anniversary with the Pacific States/British Columbia Oil Spill Task Force, although, like all the other years, this has been one of both achievement and frustration!*

*Among the Task Force's major achievements this year I'd include the first Clean Pacific Conference, our Memorandum of Understanding with the U.S. Coast Guard Pacific Area, my involvement on the Cosco Busan ISPR, the Green Ports Roundtable, meeting new friends from the East Coast state agencies, development of planning guidelines for convergent volunteer management, and initiation of our U.S./Canadian Transboundary spill planning and response project.*

*My work on the Cosco Busan Incident-Specific Preparedness Review (ISPR) Team taught me a lot about what I know and what I don't know about oil spill response, planning, and policy. Overall, the lessons learned and recommendations were valuable for the Task Force member agencies as well as for me. I must note, however, that there were several ironies involved in that response, not the least of which was the public and political reaction to a response that actually had an excellent recovery rate! While all the attention was intense, there were many good recommendations in the ISPR, and I'm pleased to see that they're being taken to heart by contingency planners even beyond the San Francisco area.*

*The 2007 Clean Pacific Conference was a big success, thanks to the hard work of the State of Washington, the many stakeholders who served on the Program Planning Committee, the session chairs and speakers, and the TradeFair Group who ran the show! We're looking forward to building on that success at the 2009 Clean Pacific Conference, planned for September 15-16, 2009.*

*My frustrations over the past year came solely from needing to find a better balance in my own workload. The ISPR work and the Volunteer Project replaced other tasks in our Annual Work*



*Plan, but on the other hand, it shows that we can be nimble and adjust as needed. However, I need to spend less time traveling to events – besides reducing my carbon footprint, it's the only way for a one-person staff to get caught up!*

*I continue to be impressed with the professionalism and commitment exhibited by the Task Force Member Agencies. As you read their updates in this Annual Report, you'll be as impressed as I am with the variety of emergencies they've responded to as well as with the scope of planning they've undertaken. One of the key functions of the Oil Spill Task Force is to provide a forum for information exchange between the members so they can learn from one another; with that in mind, I'd say they all have a wealth of good models to choose from!*

*I've come to realize that some days I'm wise, and some days I'm otherwise! But I'm always grateful for the support and encouragement of committed stakeholders like you!*

Sincerely,

Jean R. Cameron  
Executive Coordinator





2007-2008 IN REVIEW:

OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

## OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

### SPILL PREVENTION PROJECTS

#### *The Database Project*

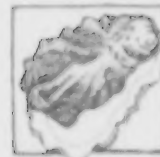
The Task Force's regional oil spill database debuted in 2003 with the collection of 2002 data. Each subsequent year our Annual Report has included a compilation and analysis of regional data from the prior year. Our ongoing goal is continuous improvement of this database in order to provide information on spill trends and causal factors; this allows us to better target our spill prevention efforts. FYI, spill data from 2002 - 2006 is available in our Annual Reports on the Task Force website at [www.oilspilltaskforce.org](http://www.oilspilltaskforce.org).

The Database Workgroup is chaired by Camille Stevens of the Alaska Department of Environmental Conservation; Camille also compiles the information supplied by other member agencies and produces the final graphics after Workgroup review. Other Workgroup members include Carla Simmons, Cathy Conway, Adrian Chatigny, and Spencer Ung of the California Office of Spill Prevention and Response, Mike Zollitsch of the Oregon Department of Environmental Quality, Marcia Mealey and Curtis Martin of the Hawaii Office of Hazard Evaluation and Emergency Response, and Jack Barfield of the Washington Department of Ecology. The British Columbia Ministry of Environment monitors the project, and is developing a spill database and plans to join the Task Force project as soon as possible.

Only spills of one barrel or larger are included in the Database. The Database Workgroup endeavors to refine data submittals consistent with the Task Force Data Dictionary, with particular emphasis on reducing the amount of data categorized as "other" or "unknown" to no more than 5% in any category. It is an ongoing challenge to refine information entered into the database to a level of specificity that supports effective analysis while also conforming to the varied collection capabilities of member agencies.

The 2007 data is shown on the following pages. Highlights include:

- There were 1,411 releases in 2007, for a total volume of 1.7 million gallons. 85% of the number of releases, and 69% of the volume were from non-crude oil spills.
- Twenty-four releases were larger than 10,000 gallons; 8 of these were crude oil and 16 were non-crude oil.
- Of the non-crude releases:
  - The total 2007 volume was 584,640 gallons more than in 2006;
  - Half of the total volume was diesel;
  - Facilities and vehicles were the primary sources of non-crude, although facilities and vessels were the primary sources for spills over 10,000 gallons;
  - 95% of the non-crude volume spilled was attributed to "Equipment Failure"; of this, "Structural Failure" accounted for 82%; and
  - 30% of the non-crude spilled was attributed to "Human Error," with 59% of that caused by "inattention."
- Of the crude oil releases:
  - Although crude accounted for 31% of the volume spilled in 2007, close to 59,000 gallons less were spilled in 2007 than in 2006;
  - Facilities, pipelines, and vehicles were the primary sources of spilled crude; and
  - Equipment failure was the primary cause (93%), with structural failure contributing 61% and mechanical failure contributing 21% to that total.



The 2002-2007 data provides us with an opportunity to look at six-year trends, which is also shown in this report. Here are the 6-year highlights:

- There were a total of 5,078 spills over one barrel in size from 2002-2007 for our reporting region; total volume exceeded 5 million gallons.
- 90% of the number of releases was non-crude spills; the combined volume of all non-crude spills was 2.5 times more than the crude oil spilled. Diesel represented 38% of the non-crude volume.
- Crude oil volumes were significantly higher in 2004-2007 than in the period from 2002-2003.
- Facilities and pipelines were the major sources for all spills.
- Equipment failure and Human Error were the primary causes for all spills.

Our database is created and maintained for information purposes only. The data represents the respective agencies' best information at the time it was entered into the database. Recorded quantities are often under-reported. Each agency that assists in the creation and maintenance of the Task Force database in no way guarantees the accuracy of the information and no guarantee of accuracy shall be expressed or implied.



*Ensuring treasures for future generations*





## 2007 ANNUAL SUMMARY OF SPILLS

- A total of 1,411 releases occurred during 2007, with a total volume exceeding 1.7 million gallons.
- 85% of the total number of releases were non-crude oil. A single 420,000 gallon non-crude oil release in California comprised 36% of the total volume of non-crude oil released.
- Crude oil represented approximately 15% of the total number of spills and approximately 31% of the total volume.
- Twenty-four (24) releases exceeded 10,000 gallons, including 8 crude oil spills and 16 non-crude oil spills. Only two of the 24 releases were to water. The most common sources were Facilities (15 spills) and Pipelines (6 spills).
- The 3/22/07 mineral oil/ transformer oil release was from a vessel 1000 miles SSW of Honolulu, Hawaii.

### SUMMARY OF RELEASES BY PRODUCT (2007)

PRODUCT	COUNT	GALLONS
Diesel Oil	652	654,600
Crude Oil	209	530,918
Oily Water Mixture	115	254,045
Bunker C/IFO/HFO	18	80,020
Gasoline	41	54,900
Mineral Oil/Transformer Oil	135	46,714
Lube Oil/Motor Oil	56	20,353
Other	15	13,934
Kerosene/Jet Fuel	23	13,786
Asphalt/Creosote	16	11,545
Hydraulic Oil	62	10,608
LNG/LPG	3	10,034
Waste Oil	31	3,045
Aviation Fuel	17	2,796
Heating Oil	10	1,764
Edible/Vegetable Oil	4	1,550
Unknown	4	270
<b>TOTAL</b>	<b>1,411</b>	<b>1,710,882</b>



**SPILLS GREATER THAN 10,000 GALLONS (2007)**

PRODUCT	VOL	STATE	DATE	SOURCE TYPE	CAUSE TYPE	MEDIUM
Diesel Oil	420,000	CA	10/30/07	Facility	Equipment Failure	Land
Crude Oil	126,000	CA	3/9/07	Facility	Equipment Failure	Land
Crude Oil	87,192	CA	1/10/07	Facility	Equipment Failure	Land
Crude Oil	63,000	CA	4/23/07	Facility	Equipment Failure	Land
Diesel Oil	58,800	CA	7/7/07	Facility	Human Error	Land
Bunker C/IFO/HFO	58,000	CA	11/7/07	Vessel	Human Error	Marine
Crude Oil	42,000	CA	6/12/07	Pipeline	Equipment Failure	Land
Crude Oil	40,000	CA	4/17/07	Pipeline	Equipment Failure	Land
Oily Water Mixture	30,240	CA	4/20/07	Facility	Equipment Failure	Land
Gasoline	27,500	CA	4/25/07	Vehicle	Equipment Failure	Land
Oily Water Mixture	21,000	CA	3/29/07	Pipeline	Human Error	Land
Bunker C/IFO/HFO	16,800	CA	8/7/07	Facility	Equipment Failure	Land
Oily Water Mixture	14,070	CA	7/29/07	Facility	Human Error	Land
Oily Water Mixture	13,659	CA	1/10/07	Facility	Equipment Failure	Land
Oily Water Mixture	13,440	CA	1/21/07	Facility	External Conditions	Land
Mineral/Transformer oil	13,000	HI	3/22/07	Vessel	Equipment Failure	Marine
Oily Water Mixture	12,600	CA	10/12/07	Pipeline	Equipment Failure	Land
Crude Oil	12,600	CA	7/15/07	Facility	Equipment Failure	Land
Oily water mixture	12,600	AK	1/29/07	Facility	Equipment Failure	Land
Crude Oil	12,600	CA	11/26/07	Facility	Equipment Failure	Land
Mineral/Transformer oil	12,096	CA	9/30/07	Pipeline	Equipment Failure	Land
Crude Oil	12,000	CA	3/15/07	Facility	Equipment Failure	Land
Oily Water Mixture	11,970	CA	5/1/07	Pipeline	Equipment Failure	Land
Other	10,500	WA	9/13/07	Facility	Human Error	Land



## 2007-2008 IN REVIEW OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

### 2007 NON-CRUDE SPILLS

Total Spills	1,202
Total Volume (gal)	1,179,964
Average Spill Size (gal)	982

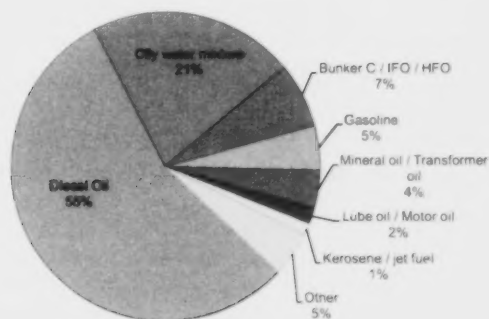
### SUMMARY BY PRODUCT:

#### Top Products

Diesel Oil	654,600
Oily water mixture	254,045
Bunker C/IFO/HFO	80,020
Gasoline	54,900

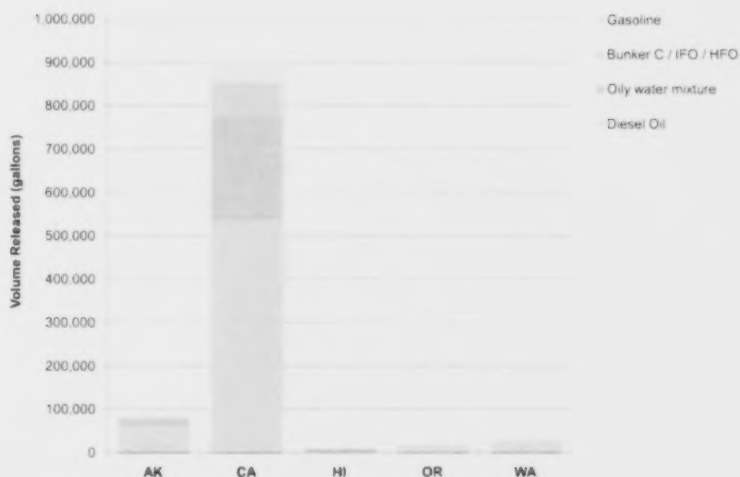
- 1,202 non-crude spills totalling 1,179,964 gallons occurred during 2007.
- The total volume for 2007 was 584,640 gallons more than in 2006. Most of this increase is attributable to a single release of 420,000 gallons in California.
- Together, Diesel and Oily Water Mixture comprised 76% of the total volume released.
- Diesel Oil spills were the most frequent (652 spills) and comprised half of the total non-crude oil spill volume.
- With the exception Hawaii, Diesel Oil dominated each state's annual non-crude spill volume.
- Sixteen of the 24 spills greater than 10,000 gallons were non-crude products or Oily Water Mixture.

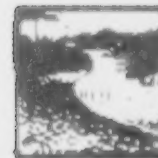
### NON-CRUDE SPILLS BY PRODUCT, ALL STATES (2007) (percent total volume)



NOTE: For graphing purposes, "Other" includes product classifications which comprised 1% or less of the total volume released: Asphalt/ creosote, Hydraulic oil, LNG/LPG, Waste oil, Aviation fuel, Heating Oil, Edible / Vegetable oil, Unknown

### NON-CRUDE SPILLS BY PRODUCT AND STATE (2007) (top 5 percent by volume)

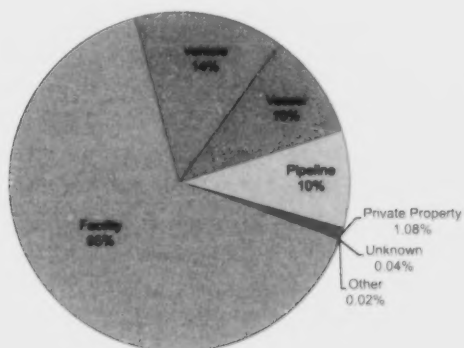




## 2007 NON-CRUDE SPILLS

### NON-CRUDE SPILLS BY SOURCE, ALL STATES (2007)

(percent total volume)



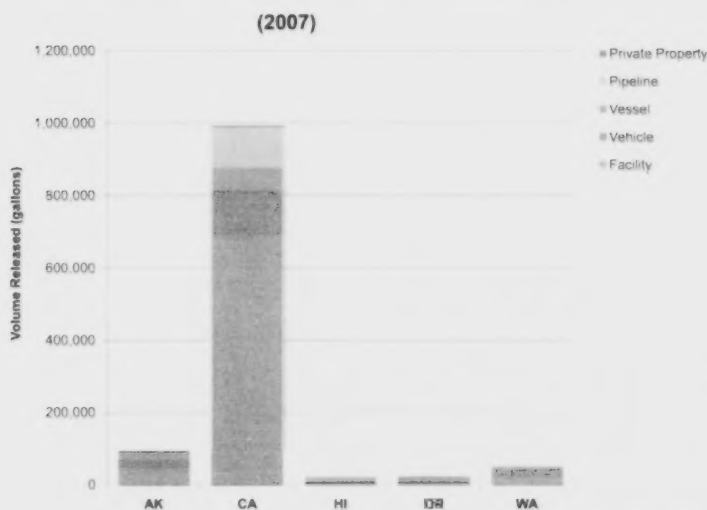
### SUMMARY BY SOURCE:

#### Top Sources

Source	Estimated Volume
Facility	770,120
Vehicle	166,940
Pipeline	119,381

- Facilities (65%) and Vehicles (14%) were the major sources of non-crude spills during 2007.
- Facilities and Vessels were the major source for non-crude spills over 10,000 gallons.

### NON-CRUDE SPILLS BY SOURCE AND STATE (2007)



## 2007 NON-CRUDE SPILLS

Total Spills	1,202
Total Volume (gal)	1,179,964
Average Spill Size (gal)	982

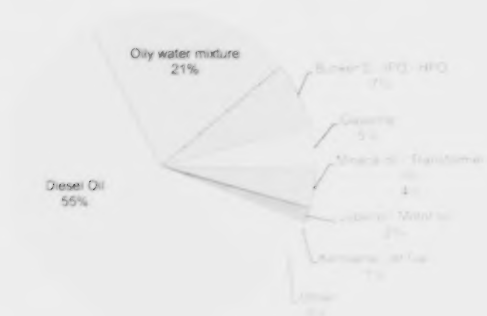
### Top Products

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- The total volume for 2007 was 584,640 gallons more than in 2006. Most of this increase is attributable to a single release of 420,000 gallons in California.
- Together, Diesel and Oily Water Mixture comprised 76% of the total volume released.
- Diesel Oil spills were the most frequent (652 spills) and comprised half of the total non-crude oil spill volume.
- With the exception Hawaii, Diesel Oil dominated each state's annual non-crude spill volume.
- Sixteen of the 24 spills greater than 10,000 gallons were non-crude products or Oily Water Mixture.

## NON-CRUDE SPILLS BY PRODUCT, ALL STATES (2007)

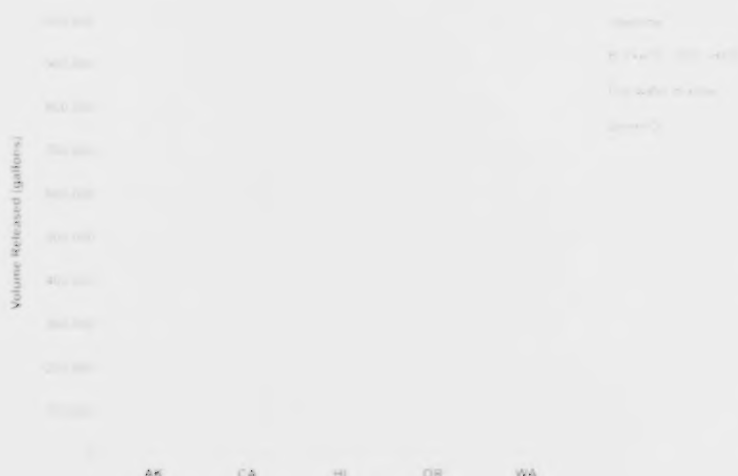
(percent total volume)



NOTE: For reporting purposes, Diesel and Oily water mixture are treated as two separate products. The volume of the total volume released is based on the volume of the product. The volume of the product is based on the volume of the product. The volume of the product is based on the volume of the product.

## NON-CRUDE SPILLS BY PRODUCT AND STATE (2007)

(top 5 percent by volume)

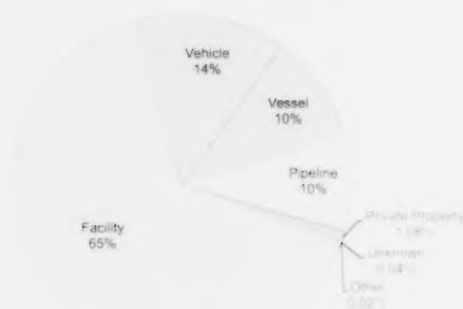




## 2007 NON-CRUDE SPILLS

### NON-CRUDE SPILLS BY SOURCE, ALL STATES (2007)

(percent total volume)



### Top Sources

Facility	770,120
Vehicle	166,940
Pipeline	119,381

- Facilities (65%) and Vehicles (14%) were the major sources of non-crude spills during 2007.
- Facilities and Vessels were the major source for non-crude spills over 10,000 gallons.

### NON-CRUDE SPILLS BY SOURCE AND STATE (2007)





## 2007 NON-CRUDE SPILLS

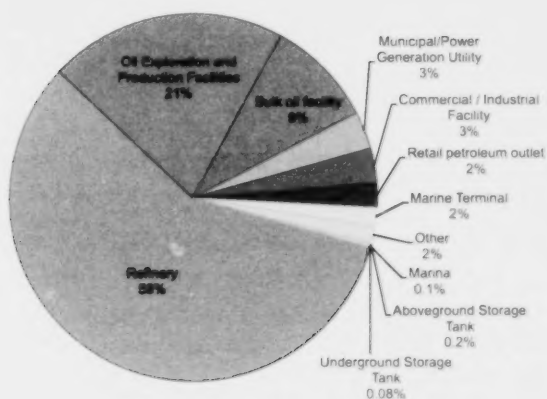
### SUMMARY BY SOURCE:

(continued)

- Refineries (58%) and Oil Exploration and Production (21%) facilities were the top contributors to facility spills.
- Commercial Trucks (35%), Trains (32%) and Tank Trucks (23%) were the major contributors for vehicle spills.

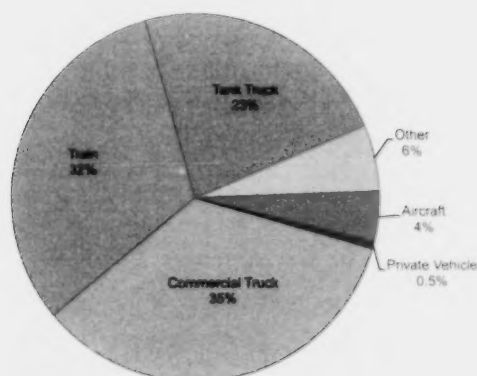
### NON-CRUDE SPILLS – FACILITY DETAIL (2007)

(percent total volume)



### NON-CRUDE SPILLS – VEHICLE DETAIL (2007)

(percent total volume)

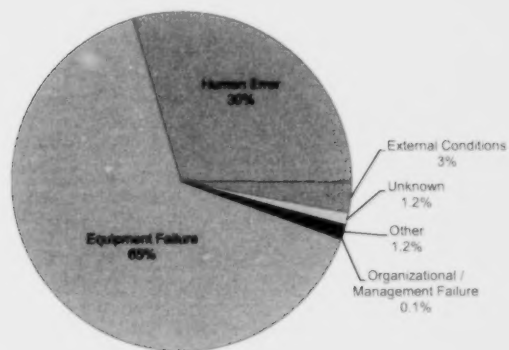




## 2007 NON-CRUDE SPILLS

### NON-CRUDE SPILLS BY CAUSE, ALL STATES (2007)

(percent total volume)



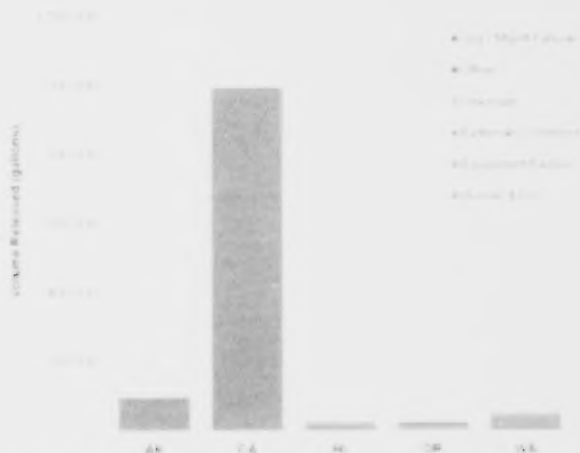
### SUMMARY BY CAUSE:

#### Top Causes

Cause	Gallons
Equipment Failure	766,103
Human Error	350,056
External Conditions	34,088

- 95% of the total non-crude spill volume was attributed to Equipment Failure (65%) and Human Error (30%).

### NON-CRUDE SPILLS BY CAUSE AND STATE (2007)





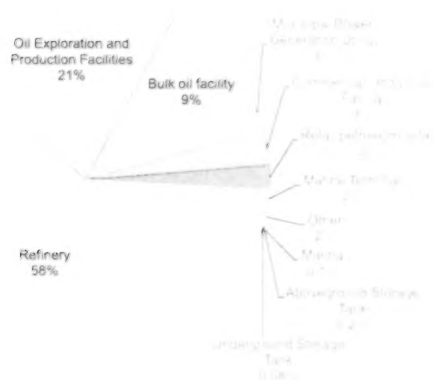
## 2007 NON-CRUDE SPILLS

(continued)

- Refineries (58%) and Oil Exploration and Production (21%) facilities were the top contributors to facility spills.
- Commercial Trucks (35%), Trains (32%) and Tank Trucks (23%) were the major contributors for vehicle spills.

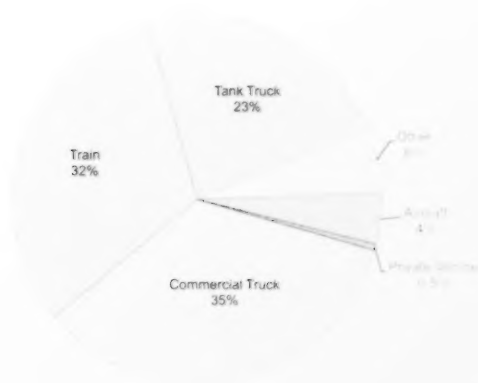
### NON-CRUDE SPILLS – FACILITY DETAIL (2007)

(percent total volume)



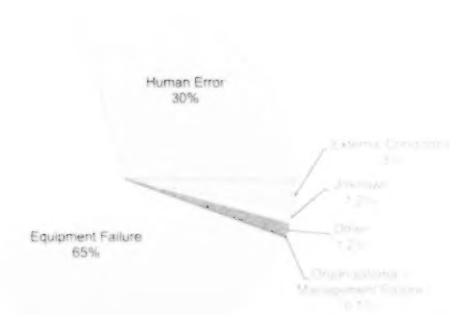
### NON-CRUDE SPILLS – VEHICLE DETAIL (2007)

(percent total volume)



## 2007 NON-CRUDE SPILLS

### NON-CRUDE SPILLS BY CAUSE, ALL STATES (2007) (percent total volume)



#### Top Causes

Equipment Failure	766,103
Human Error	350,056
External Conditions	34,088

- 95% of the total non-crude spill volume was attributed to Equipment Failure (65%) and Human Error (30%).

### NON-CRUDE SPILLS BY CAUSE AND STATE (2007)



2007-2008 IN REVIEW

## OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

### 2007 NON-CRUDE SPILLS

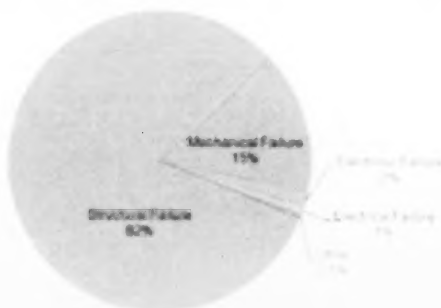
#### SUMMARY BY CAUSE:

(continued)

- More than three quarters of the Equipment Failure spills were due to Structural Failure (82%).
- Inattention (59%) was the main cause among Human Error spills.

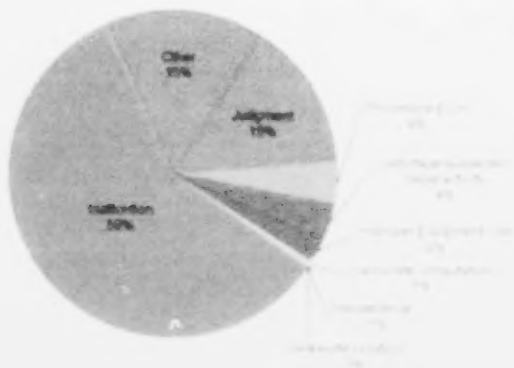
#### NON-CRUDE SPILLS – EQUIPMENT FAILURE DETAIL (2007)

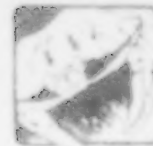
(percent total volume)



#### NON-CRUDE SPILLS – HUMAN ERROR DETAIL (2007)

(percent total volume)

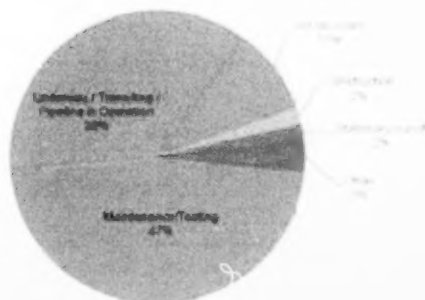




## 2007 NON-CRUDE SPILLS

### NON-CRUDE SPILLS BY ACTIVITY (2007)

(percent total volume)



NOTE: For graphing purposes, "Other" includes activity classifications with less than 5,000 gallons spilled: Oil Transfer (non-fuel); Unknown; Tank/Hold Cleaning; Other; Cargo (oil) operations; Bilge pumping

### SUMMARY BY ACTIVITY:

NOTE: Activity was not recorded for spills in Alaska and Oregon.

Maintenance/Testing	556,358
Underway / Transiting <sup>1</sup>	422,674
Construction	23,477
Stationary / Inport	21,673

- Underway/Transiting/Pipeline in Operation<sup>1</sup> (77%) was the main activity at the time of the spill.

### NON-CRUDE SPILLS BY ACTIVITY AND STATE (2007)



<sup>1</sup>Underway/Transiting/Pipeline in Operation: Normal and controlled operations of a pipeline, vessel, or vehicle while carrying out normal operations.

## 2007 NON-CRUDE SPILLS

### NON-CRUDE SPILLS – EQUIPMENT FAILURE DETAIL (2007)

(percent total volume)

(continued)

- More than three quarters of the Equipment Failure spills were due to Structural Failure (82%).
- Inattention (59%) was the main cause among Human Error spills.

### NON-CRUDE SPILLS – HUMAN ERROR DETAIL (2007)

(percent total volume)

## 2007 NON-CRUDE SPILLS

### NON-CRUDE SPILLS BY ACTIVITY (2007)

(percent total volume)



Spills from loading/unloading, transfer, or other activities involving a vessel or facility are not included in this chart. For more information on spills, visit the website: <http://www.epa.gov/oia>. For more information on spills, visit the website: <http://www.epa.gov/oia>.

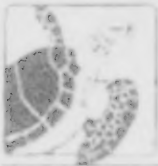
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### NON-CRUDE SPILLS BY ACTIVITY AND STATE (2007)

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# 2007-2008 IN REVIEW OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

## 2007 NON-CRUDE SPILLS

### SUMMARY BY SPILL SIZE:

42 to 100	49,156
101 to 500	80,398
501 to 1000	43,267
>1000	1,007,143

- More than three quarters of the total non-crude spill volume was due to spills greater than 1,000 gallons.

### NON-CRUDE SPILLS BY SPILL SIZE (2007)

(percent total volume)



### NON-CRUDE SPILLS BY SPILL SIZE AND STATE (2007)

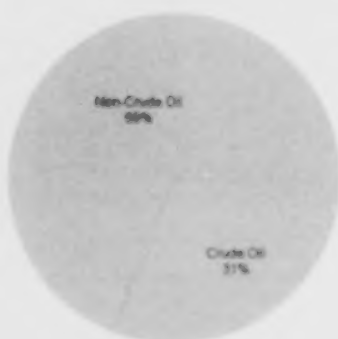




## 2007 CRUDE SPILLS

### CRUDE VS. NON-CRUDE SPILLS, ALL STATES (2007)

(percent total volume)



### CRUDE SPILLS BY SOURCE TYPE AND STATE (2007)



### SUMMARY:

#### Product Type

Product Type	Gallons
Crude Oil	530,918
Non-Crude Oil	1,179,964
<b>Total</b>	<b>1,710,882</b>

- Crude Oil comprised 31% the total volume for 2007.
- The largest Crude Oil spill occurred in California and had a volume of 126,000 gallons.
- Crude Oil spill volume was 58,989 gallons less in 2007 than 2006.
- The major sources for Crude Oil spills were Facilities, Pipelines and Vehicles.

#### Top Sources

Source Type	Gallons
Facility	397,479
Pipeline	130,299
Vehicle	2,660





## 2007 CRUDE SPILLS

### SUMMARY BY CAUSE:

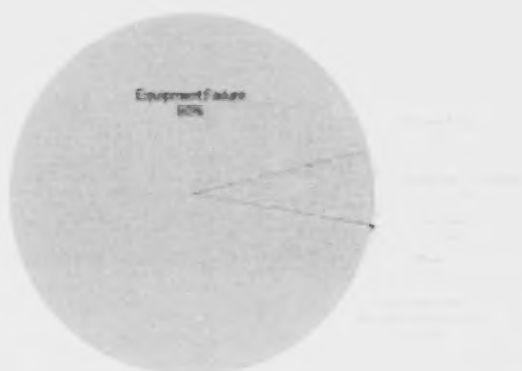
#### Top Causes

Equipment Failure	495,210
Human Error	27,090
External Conditions	8,440

- Equipment Failure (93%) was the predominant cause of crude oil spills during 2007.
- Structural Failure (61%) and Mechanical Failure (21%) were responsible for more than 80% of the total crude oil released due to equipment failure.

### CRUDE SPILLS BY CAUSE, ALL STATES (2007)

(percent total volume)



### CRUDE SPILLS – EQUIPMENT FAILURE DETAIL (2007)

(percent total volume)





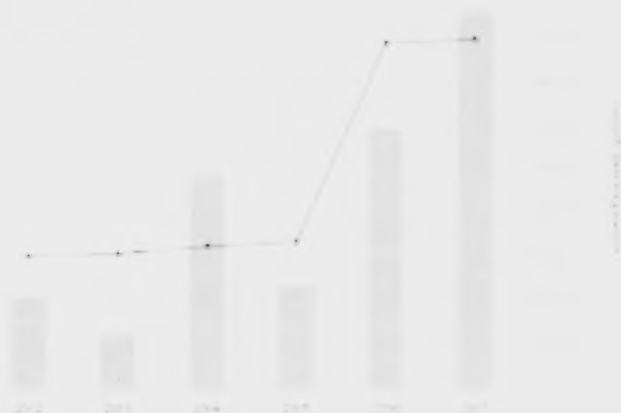
## SUMMARY OF SPILLS (2002 - 2007)

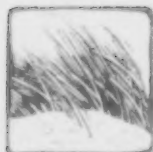
### RELEASES BY PRODUCT (2002 - 2007)

PRODUCT	COUNT	GALLONS
Diesel Oil	2,599	1,408,697
Crude Oil	516	1,336,532
Bunker C/IFO/HFO	53	701,023
Oily Water Mixture	194	476,064
Gasoline	174	274,699
Other	257	237,933
Aviation Fuel	66	135,709
Kerosene/Jet Fuel	82	86,273
Mineral Oil / Transformer Oil	335	84,047
Asphalt / Creosote	55	75,395
Lube Oil/Motor Oil	230	45,936
Waste Oil	130	44,515
Hydraulic Oil	250	36,149
Unknown	41	35,802
Heating Oil	83	19,329
LNG/LPG	5	10,484
Edible / Vegetable oil	8	7,200
<b>TOTAL</b>	<b>5,078</b>	<b>5,015,787</b>

- A total of 5,078 releases occurred during the six-year period 2002-2007, with a total volume exceeding 5 million gallons.
- 90% of the total number of releases were non-crude oil.
- Crude oil represented approximately 10% of the total number of spills and approximately 27% of the total volume
- Sixty-nine (69) releases exceeded 10,000 gallons, including 19 crude oil spills and 50 non-crude oil spills. Thirteen (13) releases were to water. Facilities (32 releases) and Pipelines (23 releases) were the major sources for large spills.

### NUMBER OF SPILLS AND VOLUME RELEASES (2002 - 2007)





2007-2008 IN REVIEW

OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

**SPILLS GREATER THAN 10,000 GALLONS (2002-2007)**

PRODUCT	VOL.	STATE	DATE	SOURCE	CAUSE	MEDIUM
Diesel Oil	420,000	CA	10/30/07	Facility	Equipment Failure	Land
Bunker C/IFO/HFO	321,052	AK	12/8/04	Vessel	Human Error	Marine
Bunker C/IFO/HFO	270,000	WA	8/25/04	Facility	Human Error	Land
Crude Oil	267,000	AK	3/2/06	Pipeline	Equipment Failure	Land
Crude Oil	126,000	CA	3/23/05	Pipeline	External Conditions	Fresh Water
Crude Oil	126,000	CA	3/9/07	Facility	Equipment Failure	Land
Aviation Fuel	115,353	CA	11/22/04	Pipeline	Equipment Failure	Land
Crude Oil	87,192	CA	1/10/07	Facility	Equipment Failure	Land
Crude Oil	63,000	CA	4/23/07	Facility	Equipment Failure	Land
Diesel Oil	58,800	CA	7/7/07	Facility	Human Error	Land
Bunker C/IFO/HFO	58,000	CA	11/7/07	Vessel	Human Error	Marine
Crude Oil	42,000	CA	6/12/07	Pipeline	Equipment Failure	Land
Crude Oil	40,000	CA	4/17/07	Pipeline	Equipment Failure	Land
Oily Water Mixture	37,306	CA	11/11/06	Facility	Equipment Failure	Impermeable Surface
Oily Water Mixture	33,600	CA	4/14/06	Pipeline	Equipment Failure	Impermeable Surface
Oily Water Mixture	30,240	CA	4/20/07	Facility	Equipment Failure	Land
Diesel Oil	30,000	OR	5/9/02	Other	External Conditions	Fresh Water
Gasoline	29,400	CA	8/14/05	Pipeline	Human Error	Land
Crude Oil	29,400	CA	10/1/06	Facility	Equipment Failure	Impermeable Surface
Gasoline	27,500	CA	4/25/07	Vehicle	Equipment Failure	Land
Crude Oil	26,460	CA	1/30/06	Pipeline	Human Error	Land
Crude Oil	25,200	CA	11/27/05	Pipeline	Equipment Failure	Land
Gasoline	24,500	HI	10/6/04	Unknown	Equipment Failure	Land
Kerosene	24,000	WA	3/1/05	Pipeline	Equipment Failure	Land
Crude Oil	21,000	CA	11/6/06	Facility	Unknown	Land
Diesel Oil	21,000	CA	5/18/06	Pipeline	Equipment Failure	Land
Oily Water Mixture	21,000	CA	3/29/07	Pipeline	Human Error	Land
Other	21,000	CA	6/4/03	Facility	Equipment Failure	Marine
Diesel Oil	20,000	CA	5/2/05	Pipeline	Equipment Failure	Land
Crude Oil	18,900	CA	5/15/06	Facility	Human Error	Land
Diesel Oil	18,200	WA	11/3/06	Facility	Equipment Failure	Land
Gasoline	16,800	CA	3/24/06	Vehicle	Unknown	Land
Crude Oil	16,800	CA	10/13/06	Pipeline	Equipment Failure	Land
Bunker C/IFO/HFO	16,800	CA	8/7/07	Facility	Equipment Failure	Land

Continued on next page



**SPILLS GREATER THAN 10,000 GALLONS (2002-2007)** Continued

PRODUCT	VOL.	STATE	DATE	SOURCE	CAUSE	MEDIUM
Crude Oil	16,800	CA	6/2/06	Facility	Equipment Failure	Impermeable Surface
Waste Oil	15,750	WA	6/12/06	Facility	Equipment Failure	Land
Diesel Oil	15,000	OR	10/31/05	Facility	Human Error	Fresh Water
Other	14,700	CA	12/4/04	Pipeline	Equipment Failure	Fresh Water
Diesel Oil	14,680	AK	12/8/04	Vessel	Human Error	Marine
Other/Unknown	14,138	AK	12/18/02	Facility	Other	null
Oily Water Mixture	14,070	CA	7/29/07	Facility	Human Error	Land
Crude Oil	14,000	CA	3/7/03	Pipeline	Equipment Failure	Land
Oily Water Mixture	14,000	CA	9/16/06	Pipeline	Equipment Failure	Land
Oily Water Mixture	13,659	CA	1/10/07	Facility	Equipment Failure	Land
Mineral/Transformer Oil	13,000	HI	3/22/07	Vessel	Equipment Failure	Marine
Diesel Oil	13,000	HI	7/20/06	Vessel	Equipment Failure	Marine
Asphalt / Creosote	13,000	OR	8/11/04	Vehicle	Equipment Failure	Land
Other/Unknown	12,800	AK	6/18/02	Facility	Unknown	null
Oily Water Mixture	12,600	AK	1/29/07	Facility	Equipment Failure	Land
Crude Oil	12,600	CA	7/15/07	Facility	Equipment Failure	Land
Crude Oil	12,600	CA	11/26/07	Facility	Equipment Failure	Land
Oily Water Mixture	12,600	CA	10/12/07	Pipeline	Equipment Failure	Land
Diesel Oil	12,500	AK	6/23/02	Vehicle	Equipment Failure	null
Diesel Oil	12,248	AK	4/24/05	Facility	Human Error	Land
Mineral/Transformer Oil	12,096	CA	9/30/07	Pipeline	Equipment Failure	Land
Crude Oil	12,000	CA	3/15/07	Facility	Equipment Failure	Land
Oily Water Mixture	11,970	CA	5/1/07	Pipeline	Equipment Failure	Land
Crude Oil	11,676	CA	3/4/06	Facility	Equipment Failure	Land
Other/Unknown	11,611	AK	2/26/02	Facility	Other	null
Diesel Oil	11,000	AK	11/17/03	Facility	Human Error	Land
Diesel Oil	11,000	AK	9/16/02	Unknown	Equipment Failure	null
Gasoline	11,000	WA	11/27/03	Vehicle	Unknown	Fresh Water
Gasoline	11,000	OR	12/2/02	Vehicle	Human Error	Fresh Water
Diesel Oil	10,584	HI	8/5/05	Pipeline	Equipment Failure	Land
Oily Water Mixture	10,500	CA	5/29/06	Pipeline	Equipment Failure	Fresh Water
Oily Water Mixture	10,500	CA	8/12/06	Pipeline	Equipment Failure	Land
Other	10,500	WA	9/13/07	Facility	Human Error	Land



# 2007-2008 IN REVIEW: OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

## CRUDE VS. NON-CRUDE SPILLS 2002 - 2007

### SUMMARY BY PRODUCT:

- Over the 6-year period, the combined volume of Non-Crude Oil spills was more than 2.5 times that for Crude Oil spills.

### Crude Oil Spills

- Crude Oil volume was significantly higher in 2005-2007 than in the years 2002-2003.
- A single 267,000 gallon crude oil spill in Alaska during 2006 comprised about 20% of the total volume of crude oil released for the period.

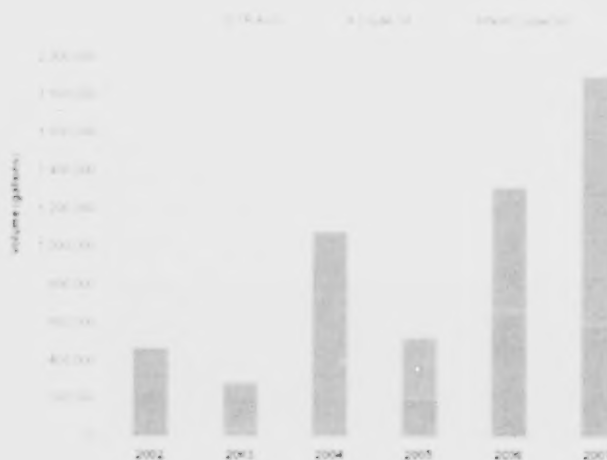
### Non-Crude Oil Spills

- Bunker C/IFO/HFO spills represented 14% of the total volume with only 53 spills. Two of the three largest spills during the 6-year period were Bunker C/IFO/HFO and totalled nearly 600,000 gallons.
- Diesel Oil comprised 28% of the total spill volume and 38% of the Non-Crude Oil spill volume.

## CRUDE VS. NON-CRUDE SPILLS BY YEAR (2002-2007)

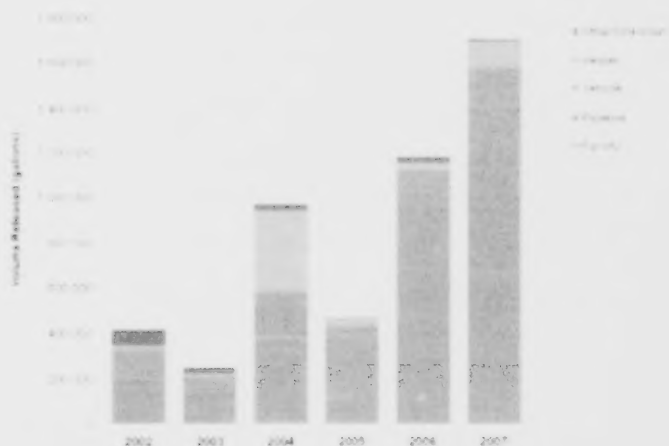
	NON-CRUDE OIL		CRUDE OIL		TOTAL	
	count	gallons	count	gallons	count	gallons
<b>Yearly totals</b>						
2002	519	406,229	23	12,769	542	418,998
2003	533	225,721	16	28,015	549	253,736
2004	582	973,905	7	2,092	589	975,997
2005	590	299,916	19	172,871	609	472,787
2006	1,244	595,324	243	589,907	1,487	1,185,231
2007	1,202	1,179,964	209	530,918	1,411	1,710,882
<b>6-Year Total</b>						
	4,562	3,679,255	515	1,336,532	5,078	5,015,787
<b>Annual Average</b>						
	760	613,209	86	222,755	846	835,965

## CRUDE VS. NON-CRUDE SPILLS (2002 - 2007)

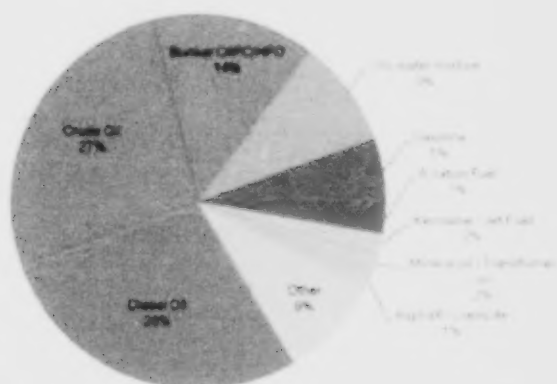




## ANNUAL SPILL VOLUME BY SOURCE (2002 - 2007)



## SPILLS BY PRODUCT (2002 - 2007) (percent total volume)



## SUMMARY 2002 - 2007

### SUMMARY BY SOURCE:

- Overall, Facilities (49%) and Pipelines (23%) were the major sources of spills during the 6-year period. They were also the major sources of Crude Oil spills. Facilities and Vehicles were the primary sources of Non-Crude Oil spills.

### Non-Crude Oil Spill Sources

Source	Gallons
Facility	1,819,923
Vehicle	640,333
Vessel	553,379
Pipeline	481,489
Other/Unknown	184,131
Total	3,679,255

- Facilities were the source of 49% of the Non-Crude spill volume.

### Crude Oil Spill Sources

Source	Gallons
Facility	674,149
Pipeline	635,785
Vehicle	20,726
Vessel	5,292
Other/Unknown	580
Total	1,336,532

- Pipelines (50%) and Facilities (48%) were the source of 98% of the Crude Oil spill volume.



## ANNUAL SPILL VOLUME BY SOURCE (2002 - 2007)

### SUMMARY 2002 - 2007

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## SPILLS BY PRODUCT (2002 - 2007) (percent total volume)



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2007-2008 IN REVIEW  
OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

## SUMMARY 2002 - 2007

### SUMMARY BY CAUSE:

- Overall, Equipment Failure (54%) and Human Error (33%) were the major spill causes.

### Non-Crude Oil Spills

Cause	Quantity
Equipment Failure	1,683,611
Human Error	1,517,637
Other/Unknown	309,861
External Conditions	142,964

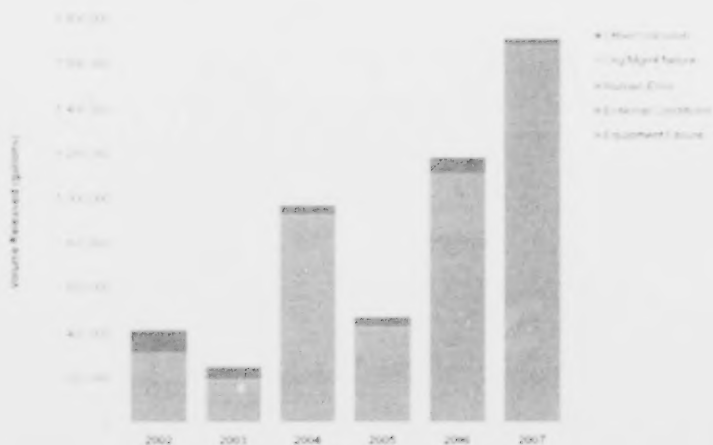
- Equipment Error (46%) was the predominant cause for Non-Crude Oil spills.

### Crude Oil Spills

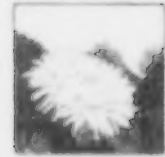
Cause	Quantity
Equipment Failure	1,042,703
External Conditions	137,615
Human Error	113,870

- 78% of the total Crude Oil spill volume was due to Equipment Failure.

### ANNUAL SPILL VOLUME BY CAUSE (2002 - 2007)







#### FIVE-YEAR REVIEW OF THE STATUS OF THE WEST COAST OFFSHORE VESSEL TRAFFIC RISK MANAGEMENT PROJECT RECOMMENDATIONS

The West Coast Offshore Vessel Traffic Risk Management (WCOVTRM) Project was co-sponsored by the Pacific States/British Columbia Oil Spill Task Force and the US Coast Guard Pacific Area from 1999 to 2002. Rick Holly of the California Office of Spill Prevention and Response served as the Task Force co-chair. USCG Pacific Area co-chairs included CAPT Ed Page, CAPT Frank Whipple, CAPT Glenn Anderson, and CDR Stephen Danscuk. The goal of the project was to reduce the risk of collisions or drift groundings caused by vessel traffic transiting 3 to 200 nautical miles off the West Coast between Cook Inlet in the North and San Diego in the South. Vessels of concern included tank, cargo/passenger, and fishing vessels of 300 gross tons or larger.

A stakeholder workgroup collected and reviewed data on typical coastwise traffic patterns, traffic volume, existing management measures, weather data and ship drift patterns, historic casualty rates by vessel type, the availability of assist vessels, the environmental sensitivity of the coastlines, socio-economic consequences of a spill, and projections of relevant future initiatives. Using the drift and tug availability data, they modeled likely tug response times under both average and severe weather conditions. The Workgroup then developed a Relative Ranking/Risk Indexing Worksheet that evaluated nine factors: volume of oil/vessel design; drift rates; areas of higher collision hazards; distance offshore; weather/season; tug availability; coastal route density; historic casualty rates by vessel type; and coastline sensitivity. Using this tool, they developed and ranked a total of fifty-two casualty scenarios in all the West Coast jurisdictions. These were then extrapolated into 1,296 additional scenarios on the West Coast, a modeling process which defined both average and "higher risk" areas from Alaska to California.

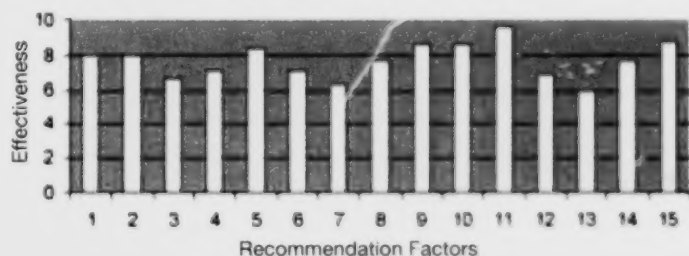
Workgroup members then addressed four risk factors considered most amenable to change: tug availability, collision hazards, historic casualty rates by vessel type, and distance offshore. They adopted final Findings and Recommendations focused on these four factors in April of 2002. The WCOVTRM report is available at: [http://www.oilspilltaskforce.org/wcovtrm\\_report.htm](http://www.oilspilltaskforce.org/wcovtrm_report.htm)

The last recommendation in the 2002 WCOVTRM Project report reads as follows: The West Coast Offshore Vessel Traffic Risk Management Project Workgroup recommends that the Pacific States/BC Oil Spill Task Force work with the US and Canadian Coast Guards in 2007 to review the status of implementation and efficacy of the final recommendations from this project. Accordingly, the Pacific States/British Columbia Oil Spill Task Force adopted tasks in their 2006-2008 Annual Work Plans which outlined a process and timeline to conduct this five-year review. Rick Holly of the Office of Spill Prevention and Response (OSPR) of the California Department of Fish and Game, who had served as the initial Project Co-Chair, and Mr. Steve Danscuk of the USCG Pacific Area, agreed to serve as Co-Chairs on this follow-up project.

Working with Jean Cameron, the Task Force Executive Coordinator, they reviewed the Recommendations and developed status reports. Since several of the WCOVTRM recommendations were directed to Harbor Safety Committees or their equivalents in West Coast ports, this team drafted a survey which Rick Holly distributed to the California Harbor Safety Committees, and which Steve Danscuk distributed through the USCG Sectors in Oregon, Washington, and California.

In May of 2007, a draft summary of the survey replies and implementation assessments was submitted to the original members of the WCOVTRM Project Workgroup (or their current replacements) for review and comment. The Workgroup members were asked to rank the implementation status and effectiveness of each Recommendation on a scale of 1 to 10, with 1 meaning "Nothing effective has been accomplished" and 10 meaning "This Recommendation has been fully implemented and is effective." A chart comparing their rankings is shown below.

5-YEAR IMPLEMENTATION STATUS SUMMARY





## 2007-2008 IN REVIEW

### OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

When ranking the implementation status of the 2002 recommendations, the Workgroup was also asked to submit comments as well as additional recommendations. The Workgroup convened on a conference call on September 28, 2007 to discuss their proposed "Recommendations for Further Action." Those recommendations were then compiled into the following categories:

- Recommendations to improve navigation safety and avoid vessel casualties;
- Recommendations regarding rescue tug availability;
- Steps to track observance of recommended vessel transit distances offshore;
- Recommendations regarding Data improvements; and
- Recommendations regarding further implementation reviews.

In the final phase this spring, a draft report with the proposed "Recommendations for Further Action" was submitted to the Project Workgroup as well as to the public for comment. Our public outreach involved posting that final draft report on the Oil Spill Task Force website, notifying interested stakeholders, and requesting their comments.

Public and Workgroup comments will be reviewed by the Co-Chairs and the Task Force Executive Coordinator and incorporated as appropriate. At the conclusion of this process, the final report will be made available on the Task Force website and the Recommendations for Further Action will be submitted to relevant agencies as well as incorporated into the Task Force's 2008-2009 Annual Work Plan.

#### ROUNDTABLE ON GREEN PORTS

The Pacific States/British Columbia Oil Spill Task Force sponsored a Roundtable in Long Beach, CA on April 8, 2008 titled "Green Ports: A Regional Initiative?" Recognizing that marine ports can provide services to vessels which help reduce their environmental impacts, the Task Force adopted a list of Recommended Green Port Initiatives last year. These recommended initiatives covered oil spill prevention and response, air quality, water quality, hazardous materials, waste reduction, energy consumption, and implementation techniques.

Recognizing that it was time to hear from port operators on the West Coast regarding which of

these initiatives they had undertaken, as well as what the barriers are to success, we invited port representatives to the Roundtable. Besides looking for solutions together, we also sought to provide a forum for West Coast ports to exchange information and initiate regional collaboration strategies to implement "green port" initiatives.

Roundtable participants representing various state, provincial, and federal agencies, ports, response organizations, consultants, industry groups, and the Washington Oil Spill Council Advisory Council convened to hear presentations from the following speakers:

- Joseph A. Walsh II, Keesal, Young & Logan
- Joseph Angelo, Deputy Managing Director and Director, Regulatory Affairs and the Americas, INTERTANKO
- Marla Harrison, Environmental Manager for Marine and Industrial Development Division, Port of Portland
- Aaron Golbus, Wharfinger, & Richard Berman, Regulatory Specialist, Port of San Francisco
- John Posadas, P.E., Port of Los Angeles
- John Creighton, President, Port of Seattle Commission
- Richard Cameron, Director of Environmental Planning, Port of Long Beach
- Captain Richard Rodericks, Transport Canada, Marine Safety, Environmental Protection

Key concepts were covered, including:

- the need to reduce environmental impacts in order to both accommodate growth and be a good neighbor to adjacent communities
- the need for ports to meet MARPOL treaty obligations to ships;
- the need to design to 21st century construction standards, especially in earthquake zones;
- the variety of environmental challenges which go with serving a variety of transportation modes (ships, trucks, rail); and
- the variety of port ownership paradigms (from private to public and including lease operations) and how that affects port planning and programs, as well as responsibility for ship services.

Summary notes from the Roundtable will be posted on the Task Force website.



#### BEST INDUSTRY SPILL PREVENTION PRACTICES

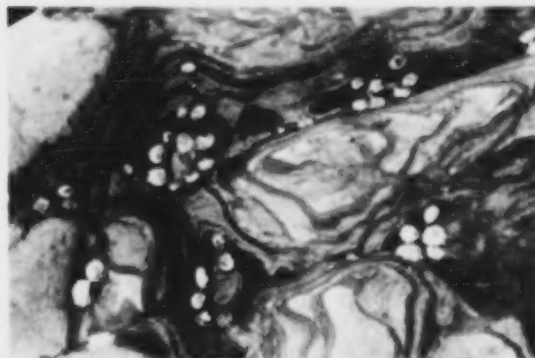
Following the *Locke vs. Intertanko* U.S. Supreme Court decision in March 2000, the 13th Coast Guard District and the Washington Department of Ecology set out to identify gaps between the existing international and federal regulatory regimes for tank vessels and the Washington State standards that were pre-empted by the Supreme Court decision. Once the gaps were identified, they were ranked by Coast Guard marine safety professionals and the licensed mariners at Ecology to determine which practices were most important for reducing the risk of an oil spill. The industry practices for tankers and tank barges were identified and ranked separately, and consensus was reached on the relative ranking.

In 2003, the Task Force took this analysis to the next level by enlisting the input of industry leaders in the ranking process. Based on the strong recommendation of the very experienced and respected tanker operators that contributed to the ranking process, the voluntary industry practices for self-propelled tank vessels was expanded to all large commercial vessels. To access our report on this project and the industry rankings, please go to the following site: [http://www.oilspilltaskforce.org/docs/project\\_reports/VesselBipReport.pdf](http://www.oilspilltaskforce.org/docs/project_reports/VesselBipReport.pdf).

Our next step was to promote these voluntary, non-regulatory measures. Washington and the 13th District have enjoyed some success in introducing voluntary measures by incorporating them in Harbor Safety Plans as Standards of Care. Based on the Washington experience, the Pacific States/BC Oil Spill Task Force requested that the Marine Safety Office of the U.S. Coast Guard (USCG) Pacific Area forward the Large Commercial Vessel Best Industry Practices to Pacific Area Harbor Safety Committees through the Districts, recommending incorporation in Harbor Safety Plans. CAPT Rob Lorigan sent a memorandum to all Pacific Area Districts in March of 2005 with this recommendation. During a survey of the West Coast Harbor Safety Committees for the WCOVTRM project review (see above), we asked whether these Vessel Best Industry Practices had been adopted by the Harbor Safety Committees as Standards of Care. With the exception of Puget Sound, this had not been done. We will continue to promote this concept with the Harbor Safety Committees.

We have also requested that the Pacific Area USCG/American Waterways Operators Quality Steering Committee convene to consider the adoption of the

Tank Barge Best Industry Practices through the AWO Responsible Carrier Program, but that group only met once in the past year and focused on a draft charter at the time.



#### THE PACIFIC OIL SPILL PREVENTION EDUCATION TEAM

The Pacific Oil Spill Prevention Education Team (POSPET) met in October 2007 and again in March of 2008 to share outreach strategies and plan for collaborative projects. POSPET is staffed by the Oil Spill Task Force, and its members represent Washington Sea Grant, Washington's Department of Ecology, the Puget Soundkeeper Alliance, the USCG Marine Safety Auxiliaries in Oregon and Washington, the OceanWatch Boaters Association of British Columbia, the Georgia Strait Alliance, the Alaska Department of Environmental Conservation, the British Columbia Ministry of Environment, the Oregon Department of Environmental Quality, the Oregon Marine Board, the Pacific States Marine Fisheries Commission Habitat Education Program, the California Coastal Commission, the Pacific Shellfish Institute, the California Department of Boating and Waterways, the Boat U.S. Foundation, and the California Office of Spill Prevention and Response. POSPET is chaired by Eric Olsson of Washington Sea Grant.

POSPET encourages networking in order to exchange ideas and promote innovative approaches to outreach and education. Through informal collaboration and access to beneficial member review and feedback, POSPET adds value and has improved the quality and reach of individual outreach efforts. POSPET maintains a listserv to facilitate this information exchange between its Fall and Spring meetings.



2007-2008 IN REVIEW

## OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

The Oil Spill Task Force provided funding for printing of Spills Aren't Slick materials for the 2008 boating season (10,000 brochures and 10,000 decals) which were then distributed to POSPET members by Mary Ellen Voss at the Washington Department of Ecology, who also coordinated the printing order.

In addition to its successful Spills Aren't Slick campaign, POSPET has also been instrumental in promoting the innovative 1-800-OILS-911 spill reporting number in British Columbia, Washington, Oregon, and California. Using this easy-to-remember number, a boater reporting an oil spill is automatically routed to the correct emergency response call center in any of those jurisdictions. The Pacific States/BC Oil Spill Task Force provides staff support for POSPET and maintains this valuable spill reporting number.

POSPET member Mike Richards of the Georgia Strait Alliance chaired a session on preventing small spills at the Clean Pacific Conference last September, and other POSPET members participated as presenters.

Summary notes from POSPET meetings, photos, a list of POSPET members with links to their websites, as well as PDFs of the Spills Aren't Slick poster, brochure, and decals are posted on the POSPET page on our website at: <http://www.oilspilltaskforce.org/pospet.htm>.

### MONITORING TAPS TANKERS AND VESSELS TRANSITING BETWEEN JURISDICTIONS

CAPT Laura Stratton of the Washington Department of Ecology provides the Task Force agencies with quarterly updates on the status of the Trans-Alaska Pipeline (TAPS) tankers that transit the West Coast. These reports cover owner/operator, date of build or scheduled date of build, hull configuration, deadweight tonnage, conversion date if single hull or double bottom, and retirement date. This information is available at: <http://www.ecy.wa.gov/programs/spills/prevention/bap/TAPS%20Trade%20Tanker%20Report.pdf>

In her April 2008 update, CAPT Stratton reported that the average age of the 15 tankers currently participating in the TAPS trade is 9.9 years, down from 11.3 years since January 2008. The mandatory retirement date for the one remaining tanker that is not a double hull is January 2010 (for the single hull tanker *Seariver Long Beach*). Retirement dates are mandated under the Federal Oil Pollution Act of

1990 (OPA '90). However, either of SeaRiver's two other single hull tankers, the Baytown or American Progress, could legally rejoin the TAPS trade without prior notice to the state of Alaska, since they are still carried on SeaRiver's Alaskan contingency plan.

The Task Force member agencies annually request information on trends in the U.S. Coast Guard's Critical Area Inspection Program for the TAPS tankers. In addition, Task Force member agencies share information among themselves regarding casualties and incidents involving both tank and non-tank vessels that are transiting between our member jurisdictions.

### PIPELINE SPILL PREVENTION

Pipelines were the source of 10% of non-crude oil spills recorded in the Task Force 2007 Database, and the source for 24.5% of the crude oil spills. Our 2002-2007 trend data indicates that pipelines were the source for 13% of the non-crude and 50% of the crude volume for that six-year period. These statistics support the continuing need for our focus on preventing spills from pipelines, as well as improving preparedness and response strategies for this source.

As outlined in our 2007-2008 Annual Work Plan, we hoped to compile a table comparing U.S. and Canadian federal, provincial, and state regulations governing pipelines. Based on that information, the Coordinating Committee was to develop a Scope of Work for a Pipeline Project Stakeholder Workgroup to address key issues. Unfortunately, the Executive Coordinator's involvement with the U.S. Coast Guard's Incident Specific Preparedness Review for the *Cosco Busan* oil spill in San Francisco resulted in delays in implementing this project.

### SPILL PREVENTION TOPICS OF CONCERN

Each year the Coordinating Committee monitors and shares information on selected spill prevention topics. Our spill prevention topics for 2007 - 2008 included:

- Cruise ship operations with regard to spills and other water pollution impacts
- Oil spill prevention research and development, including Best Available Technology (BAT) and Best Achievable Protection (BAP)
- Offshore Lightering
- Oil spill risks from sunken vessels

2007-2008 IN REVIEW:  
OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS



- Waste oil dumping by deep draft commercial ships
- Vessel and Facility Oil Transfer regulations
- Spills from trucks and railroads
- Salvage capabilities and regulations (refers to emergency stabilization, firefighting, and lightering)
- Liquefied Natural Gas shipping and terminal operations
- Tug escort requirements
- Towing vessel inspection regulations
- Ballast water regulations preventing spread of invasive aquatic species
- Federal preemption issues
- Spill Prevention Lessons Learned
- Vessel traffic trends and risk assessments or studies



*Everyone in favor of spill prevention, please raise their hands and their wings!*





## SPILL PREPAREDNESS AND RESPONSE PROJECTS

### THE INCIDENT SPECIFIC PREPAREDNESS REVIEW (ISPR) FOR THE COSCO BUSAN OIL SPILL

The M/V *Cosco Busan*, a container vessel, left the Port of Oakland at 0748 on November 7th, 2007 in dense fog. The San Francisco Bar Pilot on board had advised the Vessel Traffic Service that he intended to pass under the Delta-Echo span of the San Francisco-Oakland Bay Bridge, but at 0825 the *Cosco Busan* turned away from the Delta-Echo span, proceeding on a course of 239 degrees. VTS contacted the pilot and told him that the vessel was running parallel to the bridge and asked his intentions. At 0829 he replied that it was still his intention to transit under the Delta-Echo span, and notified VTS that his heading was 280 degrees. At 0830 the ship allided with the Delta tower, breaching port side wing tanks 2, 3, and 4. Tank 2 was a ballast tank; tanks 3 and 4 were fuel tanks.

The exact amount of fuel spilled was not immediately known, although it was eventually determined that 53,569 gallons of Heavy Fuel Oil 380 were released. In spite of the lack of accurate spill volume information on Day 1, and the fact that visibility was limited most of that day, response capacity deployed exceeded federal and state requirements for the first 6 hours, with 57,292 bbls EDRC (effective daily recovery rate) deployed (Federal = 1250 bbls EDRC and State = 5874 bbls EDRC). However, due to the effects of tides and currents in San Francisco Bay, the oil spread widely. The spill received heavy media coverage and intense political attention.

An Incident Specific Preparedness Review (ISPR) for the response to the *Cosco Busan* oil spill was convened pursuant to a Charter issued by the Chief of Staff, U.S. Coast Guard on November 14, 2007. The ISPR process is outlined in Section 4.C of the Coast Guard Marine Safety Manual (COMDTINST M16000.14) which establishes requisite reporting criteria. The Charter provided direction for ISPR Team membership, scope of the review and reporting deadlines. The Charter directed the Team to review oil spill preparedness and response operations (not prevention) in two phases: the first phase report was to cover the initial two weeks of response operations; and the second report was to assess longer term issues beyond the initial two

weeks, issues that required further research, and any clarifications to the Part I report. The ISPR Team delivered its report for the first phase on January 11, 2008, and its second phase report on May 15, 2008.

The ISPR Team included key stakeholders in the Bay Area, as well as persons knowledgeable of oil spill planning and response issues. Members included:

- Rob Dudgeon for the City of San Francisco
- John Berge, Pacific Merchant Shipping Association, San Francisco
- Lisa Curtis for the Office of Spill Prevention and Response (OSPR), in the California Department of Fish and Game, and her alternate, Paul Hamdorf
- Linda Sheehan, California Coastkeeper Alliance and her alternate, Deb Self, from the San Francisco Baykeeper
- Steve Lehmann, NOAA Scientific Support Coordinator for District 1
- Jean Cameron, Executive Coordinator, Pacific States/British Columbia Oil Spill Task Force
- Carlton Moore, who retired as Administrator of OSPR in 2005 and as a Rear Admiral in the U.S. Coast Guard Reserve in 2002, was hired by the USCG as a civilian employee to chair this Team.

VADM Charles Wurster, Commander for the USCG Pacific Area, provided direction and support for the ISPR project. In addition, both the USCG Pacific Area and Headquarters provided administrative and legal staff support, ICS training, transportation, office space, web support, and travel cost reimbursement for the Team members.

The team convened on Coast Guard Island in Alameda six times from November to April. In addition to planning and discussion sessions, these meetings included interviews, tours, and training. The ISPR Team:

- Traced the path of the *Cosco Busan* and viewed the ship in dry dock;
- Visited the Incident Command Post on Treasure Island;
- Attended a special session of the San Francisco Harbor Safety Committee;
- Completed the ICS 402 training program;
- Visited the San Francisco Vessel Traffic Services;
- Visited the Oil Spill Care Network facility in Cordelia; and
- Interviewed:



- Both Federal On-scene Coordinators (USCG Captains Uberti and Gugg);
- The State On-scene Coordinator, Rob Roberts;
- The Incident Commander for the Responsible Party, Barry McFarland of the O'Briens Group;
- Representatives of MSRC and NRC, the oil spill response organizations;
- The insurer's representative;
- NOAA's Emergency Response Division trajectory specialists;
- Various OSPR employees (Chief of Marine Safety, Drill/Exercise Coordinator, Prevention Specialists, biologists);
- RADM Bone, Commander, 11th Coast Guard District; and
- Oiled wildlife care specialists from OSPR, California's Oiled Wildlife Care Network, and IBRRC.

Between meetings in Alameda, each team member was assigned several topics for research, which resulted in well over 100 contacts collectively.

Focus issues were chosen by the team, and fit into either Preparedness Issues (with the primary focus on the San Francisco Area Plan) or Response Issues. Each ISPR Team member drafted several topic papers, which were then reviewed and revised by the Team as a whole. Each issue was addressed in the format of Sources; Observations, Discussion, Lessons Learned, Recommendations, and Comments (as appropriate).

Phase I "Preparedness Issues" covered a total of 20 topics, including Area Contingency Planning (6 topics); Exercises and Drills (3 topics); Ship Specific Plans; California's OSRO Certification Program (3 topics); Training (4 topics); Volunteers (2 topics); and Bird Rescue.

Phase I "Response Issues" focused on 28 topics, including: Initial notification (5 topics); Media;

Volunteers (2 topics); Bird Rescue; Initial Actions (5 topics); Spill Quantification; Remote Sensing; Unified Command (4 topics); Weather as a response factor; Resource Management (2 topics); Communications between the field and UC; Beach & Fishery closures and reopening; Relocating the Incident Command Post; UC Liaison officer; and Non-governmental organizations. Altogether, the ISPR Team identified 110 Lessons Learned and 128 Recommendations in the Phase I report.

The Phase II Report utilized the same format, but focused on fewer topics. Only two Preparedness topics were addressed: Defining and applying BAP and BAT and Oiled Wildlife recovery and Transport.

Nine response topics were covered in the Phase II report, including: Response Management Structure; Pre-Restoration Activities during Response and NRDA Coordination; Documenting Shoreline Protection Activities; Closure and Reopening of Beaches; Closure and Reopening of Fisheries; Cascading Equipment and Personnel; Use of Commercial Fishing Vessels for response; Oiled Wildlife Response; and Internet Communications. The Phase II report also added an appendix with all recommendations in a matrix format showing which organization should implement the recommendation. Sixteen (16) Preparedness and 36 Response recommendations were included in the Phase II report.

A few key topics were highlighted in the Executive Summaries of both ISPR reports, such as:

- The need to Identify priority protection areas, especially to guide the first 24 hours of response;
- The need to improve planning for and management of convergent volunteers;
- The need to improve initial notification protocols at all levels;
- The need to improve media training at all levels;
- The need to improve USCG boarding team training and protocols, including spill quantification skills;
- The need to identify and train multiple liaison officers, who should begin outreach during the planning process;
- The need to improve coordination between the Sector Command Center and VTS during early response phases, both for vessel traffic control and for situational awareness;
- The exceptional safety record of the response (in spite of low visibility on the first day and thousands of hours worked, there was only one minor injury);
- The importance of effective partnerships and communications between local, state, and federal stakeholders; and
- The fact that history repeats itself if we don't follow through on Lessons Learned after the public and media lose interest, since similar recommendations were made in the Cape



Mohican spill ISPR report (these were included as an appendix in the Phase II report).

As a member of the ISPR Team, Jean Cameron, the Task Force Executive Coordinator, invested considerable time in this process. Both Ms. Cameron and the Task Force Coordinating Committee believe, however, that it was time well spent, considering the value of the Lessons Learned. In addition to the key topics noted above, the Task Force has also noted the value of Integrating local governments into planning, Improving response in low-visibility situations (see notes on our website from our 2006 Roundtable on this topic); the value of pre-identifying Incident Command Posts; the critical importance of launching an early and effective Joint Information Center/media program; the value of improving documentation of response actions taken and their efficacy, and the potential value of AIS carriage on response vessels so they can be tracked for operational purposes.

Both the Phase I and Phase II ISPR reports are available at: [www.uscg.mil/FOIA/Reading\\_Room.asp](http://www.uscg.mil/FOIA/Reading_Room.asp)

#### PLANNING GUIDELINES FOR CONVERGENT VOLUNTEER MANAGEMENT

The Task Force decided to focus on the issue of Convergent Volunteer Management immediately, postponing some other projects outlined in our 2007-2008 Annual Work Plan. Following a Coordinating Committee conference call discussion, each Task Force member agency assigned someone to work with the Executive Coordinator on this topic. Project Workgroup members included:

- Larry Iwamoto, Prevention Section Manager, Alaska Department of Environmental Conservation;
- Graham Knox, Environmental Emergency Branch Manager, British Columbia Ministry of Environment (D'Arcy Sego, Emergency Planning Analyst, Alternate);
- Dave Byers, Response Section Manager, Washington Department of Ecology
- Don Pettit, Senior Emergency Response Planner, Oregon Department of Environmental Quality;
- Cindy Murphy, Associate Governmental Program Analyst, California Office of Spill Prevention and Response; and
- Curtis Martin, Emergency Response, Preparedness, and Prevention Coordinator,

Hawaii Department of Health.

CDR Chris J. Woodley, Chief, External Affairs Division, U.S. Coast Guard, 13th District also joined the Workgroup prior to leading a volunteer planning effort for the NW Area Committee.

Drawing on a number of existing resources such as the Kodiak Subarea Contingency Plan, California's Local Government Management Plan and Volunteer Guidance Manual, a paper presented at the 2005 International Oil Spill Conference by Michael R. Gass and Henry R. Przelomski, a Volunteer Management Conceptual Model developed by Dave Byers, and the National Oil and Hazardous Substances Pollution Contingency Plan, the Workgroup has compiled Planning Guidelines covering the following topics:

- Initial Volunteer Intake;
- Training;
- Volunteer Supervision, Assignments, Management, and Demobilization;
- Insurance and Liability; and
- Program Funding and Authorities.

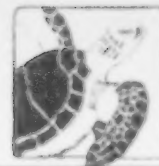
These guidelines are focused on planning for management of convergent volunteers who are not paid, although there can be a number of associated costs (transportation, supplies, etc). The Workgroup's research has revealed a variety of approaches to convergent volunteer management, including the use of local volunteer coordinators and/or local organizations, or use of an Incident-specific Volunteer Coordinator assigned to Planning or Logistics. A combination of these approaches is most probable.

The decision to use convergent Volunteers should be made by Unified Command in consideration of the level of public interest, the specific needs of a spill, and safety/exposure issues. It is generally recommended that volunteer exposure to oil should be minimal. Possible assignments should be pre-identified and job descriptions (including training requirements) should be developed as part of the planning efforts.

Because statutes and regulations can differ from one state or province to another, these are considered planning guidelines, not a template. However, helpful models are provided as appendices. These include:

- Sample Volunteer Registration Forms
- Sample Press Release





- Volunteer Operations Center Guidance
- Volunteer Interview Guide
- Recommended Personal Protective Equipment
- Non-oil Recovery Work Areas for Volunteers
- Ways to Recognize and Honor Volunteers
- Sample Volunteer Timesheet
- Sample Volunteer Request Form

At the writing of this Annual Report, the final draft of our Planning Guidelines is under review by the Project Workgroup. Once final, the document will be posted on our website and made available to interested Area Committees. The National Response Team (NRT) has also established a workgroup to address planning for convergent volunteers; their guidelines are expected to be available in 9 to 12 months. The NRT Guidelines are striving to be consistent with the National Response Framework document, which states that volunteer management will be conducted through the Corporation for National Community Service. We are sharing our product with the NRT and will advocate for planning focused on the local level where possible.

#### REVIEW U.S./CANADIAN TRANSBOUNDARY SPILL ISSUES

One of our initiatives launched this year is a review of U.S. and Canadian Transboundary Spill Planning and Response Issues, with the goal stated in our 2007-2008 Annual Work Plan as follows: Convene a stakeholder workgroup to review U.S./Canadian transboundary spill response issues and capabilities, and to develop recommendations for improvements. Dave Byers, Response Section manager at the Washington Department of Ecology agreed to co-chair this stakeholder workgroup for the task force; the US/Canadian JRT will also co-chair. The Project will focus only on marine areas affecting the borders between Alaska, British Columbia, and Washington.

The Executive Coordinator worked with Dave Byers, Graham Knox of British Columbia, and Bob Mattson of the Alaska Department of Environmental Conservation as well as the Coordinating Committee to develop a project Scope of Work. This was based on lessons learned from the April 2007 CANUSPAC drill and the September 2007 CANUSDIX drill, as well as the Clean Pacific Sessions on Transboundary and Trans-jurisdictional Issues and Spill Incident Management Teams. They also identified key stakeholders to be invited to participate.

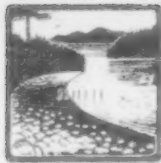
The Coordinating Committee recommended that the Project Workgroup of key stakeholders charter subcommittees to address specific topics or combinations thereof. Subcommittee membership may include appropriate experts from outside the Project Workgroup, although each subcommittee should have a designated chairperson from among the Project Workgroup members.

Most project work will be done by the subcommittees, which will meet by email/conference call in order to minimize travel. It is anticipated that the Project Workgroup meetings will not occur more than 2-3 times, and that the meeting locations will rotate between Washington, British Columbia, and Alaska. According to the Task Force paradigm for such projects, the Workgroup and subcommittees should operate by consensus; failing consensus, a majority vote and a minority report would be allowed.

Subcommittee reports should document existing strategies and response paradigms, and should include recommendations to government and private sector organizations as appropriate, including recommendations for exercises and other means of continuously improving paradigms, processes, and protocols into the future. The subcommittee process for developing draft reports should include vetting by stakeholders appropriate to the topics covered.

The Project Workgroup will bring all draft subcommittee reports together into a final draft Project Report to be made available for public comment on the Task Force website (with links from other sites as appropriate), as well as to be presented to appropriate stakeholder groups for comment.

Invitations to key stakeholders were sent in late April, and the first meeting of the U.S./Canadian Transboundary Spill Planning and Response Project Workgroup was hosted by the Washington Department of Ecology in Lacey, WA on June 11th & 12th. Workgroup members were briefed on existing paradigms and authorities, including the Joint Contingency Plan (JCP) and the CANUSPAC and CANUSDIX annexes to the JCP, the roles of the Joint Response Team, Regional Response Teams, and the Regional Environmental Emergency Team (REET), ICS and the Response Management System, Mutual Aid agreements between the Task Force member agencies and among the oil spill response organizations covering the boundary areas, and the CANUSDIX guidelines for wildlife and resource agency decision-making. The following day,



2007-2008 IN REVIEW:

## OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

Workgroup members brainstormed the topics list, subcommittee membership, the Project Workplan, and a Project Timeline.

The Task Force Executive Coordinator will work with the Project Workgroup this summer to finalize the Workplan and Timeline, and to confirm subcommittee assignments. It is expected that the subcommittees will convene in late summer or early fall, and that the entire project will be completed in 2010.

### TRACK ICS CHANGES TO GUIDANCE AND FORMS

Another initiative under our Preparedness/Response objective has been the establishment of a standing project workgroup to track changes to U.S. federal Incident Command System (ICS) guidance and forms for oil spill response. Larry Iwamoto of the Alaska Department of Environmental Conservation chairs this workgroup; other member agency representatives include: Mike Zollitsch of Oregon DEQ, Elin Storey of the Washington Department of Ecology, Chris Klumpp from California OSPR, and Curtis Martin from the Hawaii Department of Environmental Health. The workgroup convenes by conference call and email as necessary to review and comment on proposed changes to the U.S. federal guidance regarding the use of the Incident Command System for oil spill response.

The Task Force submitted comments on the FEMA FOG (field operations guide) in June of 2007; one of our primary concerns is that the federal direction is to develop emergency response guidance and templates that are as generic as possible. We understand that this has appeal to those attempting to improve cooperation among multiple agencies at multiple levels of government, but oil spill response has unique characteristics, including the presence of a Responsible Party. With that in mind, we are advocating that the information in Chapter 19 (Oil Spill) of the U.S. Coast Guard's 2006 Incident Management Handbook be retained through the new FOG iterations. Towards that goal, we have recommended that the National Integration Center convene a standing advisory committee which includes both industry and state representatives to provide input on their work. We will continue to monitor this issue.

### INCREASE U.S. LIMITS OF LIABILITY

In November, 2005 the Pacific States/British Columbia Oil Spill Task Force petitioned the U.S. Coast Guard to adjust the Limits of Liability for tank vessels, tank barges, non-tank vessels, and appropriate facilities by the Consumer Price Index (CPI) increase since the Oil Pollution Act (OPA) was passed in 1990. That petition for rulemaking and response are located at <http://www.regulations.gov>. The complete docket number is USCG-2005-23163. Documents on this site include our 11/7/2005 letter of petition and the National Pollution Fund Centers' replies of 12/8/2005 and 12/4/2006.

The Delaware River Protection Act of 2006 amended and increased liability limits under OPA for all vessel types - i.e. all tank vessels, which includes tank barges, as well as other non-tank vessels. The increases to limits were approximately 50%, which roughly corresponds to the consumer price index increases since OPA was enacted. Increases to liability limits for single hull tank vessels (approximately 150%) exceeded consumer price index increases.

OPA section 1004(d)(4) states that "The President shall, by regulations issued not less often than every 3 years, adjust the limits of liability specified in subsection (a) to reflect significant increase in the Consumer Price Index (CPI)." The 2006 Act also amended the provision authorizing further increases to limits based on consumer price index increases to begin from the date of enactment of the Act. Authority for future rulemaking to increase vessel limits of liability is limited to consumer price increases.

Regarding facilities, a letter from Jan Lane, Director of the National Pollution Funds Center (NPFC), sent on 12/4/2006 in response to our continued request that the USCG Limits of Liability for facilities be increased by the CPI, stated that "For those oil handling facilities falling within the responsibility of the Coast Guard...the NPFC will initiate rulemaking to adjust limits for significant CPI increases consistent with OPA section 1004(d) (4)." Ms. Lane also explained that the following agencies are responsible for OPA facility limits of liability:

- EPA for non-transportation related onshore facilities;
- DOI (MMS) for offshore facilities and related pipelines, except deepwater ports;



- DOT for onshore pipelines, motor carriers, and railroads; and
- The USCG for transportation-related onshore facilities and deepwater ports, except onshore pipelines, motor carriers, and railroads

Task I under our 2007-2008 Preparedness/Response Objective calls for us to petition EPA, MMS, and DOT to initiate rulemaking to adjust the limits of liability for the oil-handling facilities which they regulate. In preparation for doing so, we contacted these agencies to inquire whether they have increased the limits of liability for the oil-handling facilities which they regulate. No reply was received from EPA, but both DOT and MMS have replied that they have not done so. Consequently, the Task Force still plans to submit petitions for increases to facility limits of liability (LOLs) to EPA (if needed), MMS, and DOT.

The Task Force submitted comments on the 2/5/2008 USCG Notice of Proposed Rulemaking (NPRM) (73 Fed. Reg. 6642 ) noting the following two failures in the proposed rulemaking and requesting that they be addressed in the final rule:

- The NPRM fails to increase (by the CPI since 1990) the Limits of Liability for facilities under the USCG's jurisdiction; and
- The proposed increases for vessels, including tank barges, is at the 2006 Delaware River Protection Act level only; no CPI increases since 2006 are reflected in the proposed rule.

The NPFC report submitted to Congress in January of 2007 and the GAO report of September 2007 titled "Major Oil Spills Occur Infrequently, but Risks to the Federal Oil Spill Fund Remain" both clearly highlight risks to the Oil Spill Liability Trust Fund, citing the fact that spills in excess of current limits of liability are resulting in the Fund covering more than 50% of spill costs since 1990. The NPFC report also notes that "...the overall trend continues to be toward an increasing average annual potential Fund liability despite the recently amended limits (for vessels)." It further states "In addition, because the Fund can be utilized to pay for up to \$1 billion in emergency cleanup costs for a major spill..., a major or catastrophic discharge could immediately liquidate the available fund balance" (both quotes from page 1). The GAO report notes on page 34 that "The Fund has been able to meet all of its obligations, helped in part by the absence of any spills of catastrophic size. This favorable result, however, is no guarantee of similar success in the future." All of which

underscores the Oil Spill Task Force's position that the Limits of Liability for both vessels and facilities should continuously reflect increases in the CPI; if no claims exceed those amounts, then the fund can continue to rebuild and meet its obligations, including funding for a catastrophic release

#### 1-800-OILS-911

The Task Force maintains this toll-free spill reporting number in California, Oregon, Washington, and British Columbia. The number automatically reaches the 24-hour emergency reporting center in each of these four jurisdictions as a function of the location from which the call originates. For example, a call made to 1-800-OILS-911 from anywhere in British Columbia will automatically be routed to the British Columbia emergency reporting center.

Although it is available for anyone to use, information regarding the number is targeted at recreational boaters and fishermen by POSPET members. Usage analysis for July 2007 through June of 2008 shows that 464 spills were reported using 1-800-OILS-911 during that period.



*Spills Aren't Slick sign posted at the Port Townsend Marina in Washington State*



2007-2008 IN REVIEW:

## OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

### THE INTEGRATED VESSEL RESPONSE PLAN GUIDELINES

In 1998 the Task Force completed a cooperative project with the U.S. Coast Guard and industry stakeholders that resulted in approval of a voluntary Integrated Vessel Response Plan (IVRP) format for tank vessels. This format allows correlation of West Coast state planning requirements as well as the Shipboard Oil Pollution Emergency Plan (SOPEP) required by Transport Canada with the U.S. Coast Guard vessel planning requirements.

The Task Force Members signed a formal agreement in 1998 reflecting their willingness to accept tank vessel response plans submitted in the IVRP format. They also agreed to communicate any new or revised contingency planning regulations to the Task Force Executive Coordinator for updates to the format guidance matrix. In addition, the Canadian Ministry of Transport determined that the Integrated Vessel Response Plan format will be acceptable to meet their vessel planning standards, since it includes the SOPEP requirements. A formal endorsement from the US Coast Guard is also in place.

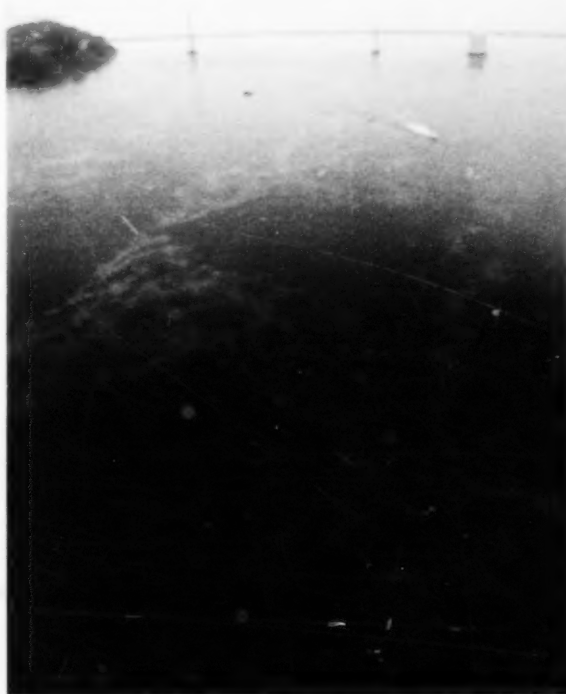
The integrated format guidance matrix is available to tank vessel planholders on the Task Force website at [http://www.oilspilltaskforce.org/docs/project\\_reports/ivrp2004.pdf](http://www.oilspilltaskforce.org/docs/project_reports/ivrp2004.pdf); our challenge is to keep these guidelines current with any changes in member agency contingency planning regulations, thus is an ongoing project.

### SPILL PREPAREDNESS/RESPONSE TOPICS OF CONCERN

The Coordinating Committee has monitored and shared information on the following oil spill preparedness/response "topics of concern" throughout the past year:

- Oil spill drill programs
- Status and solvency of the US federal Oil Spill Liability Trust Fund
- Applied response technologies and regulations
- Spill Response research and development
- Mutual Aid experiences and issues; any necessary updates to the Task Force Mutual Aid Agreements
- Oil Spill Response Organization (OSRO) certifications, mergers, mutual aid, and response capabilities

- Natural Resource Damage Assessment (NRDA) initiatives, issues, and activities, including NRDA assessments and collections
- Coordination of inter-jurisdictional wildlife care
- West Coast sea bird and other vulnerable marine populations threatened by oil spills
- Development of remote sensing capabilities, application of RADARSAT, and implementation of 24-hour response operations where it would be safe and effective
- Impacts of Avian Influenza on oiled bird rescue/rehabilitation and worker safety
- Preparedness/Response Lessons Learned
- Contingency plan regulations and preparedness/response issues re: nontank vessels
- Track planning for Potential Places of Refuge and applications of POR decision-making guidelines



*Oil from the Cosco Busan spill spreads south of the Bay Bridge*





## COMMUNICATIONS PROJECTS AND ACTIVITIES

### THE 2007 CLEAN PACIFIC CONFERENCE

The Clean Pacific Conference was held at the Washington State Convention & Trade Center in Seattle, WA on September 13-14, 2007, with various workshops also available on 9/12. 1,007 registrants attended the Clean Pacific Conference, with an additional 100 persons who came to visit the exhibit area only. Eight countries were represented, including the U.S., Canada, China, the United Arab Emirates, Brazil, Monaco, and Austria.

The Pacific States/British Columbia Oil Spill Task Force hosted the conference, which included key elements of our regular annual meeting format, such as our jurisdictional updates and our Legacy Award presentations (see below). Summary notes from the keynote address, which was provided by Tom Fitzsimmons, Chief of Staff to Washington Governor Gregoire, as well as our jurisdictional reports, are available on our website.

Clean Pacific 2007 offered 21 sessions covering such topics as Green Ports, preventing small oil spills, new regulations, citizen oversight models, non-typical responses, oiled wildlife care, Incident Management Teams, TWIC, security risk assessments, spill risk reduction strategies, new response technologies, NIMS requirements, NRDA, derelict vessels, and salvage/firefighting. Of those attendees replying to the TradeFair group's post-conference survey of exhibitors, 88% agreed that the event "met their dialogue needs." Delegates can access the conference papers/presentations at the conference website posted below.

With assistance from the Task Force, the TradeFair Group, which organized the event, recruited regional stakeholders to serve on the Clean Pacific Program Planning Advisory Committee. The Executive Coordinator and Coordinating Committee members participated in the Program Planning, and several also served as Session Chairs. In addition, the Coordinating Committee members worked with the TradeFair Group to promote the 2007 event, reviewed location options for the 2009 conference, and reviewed applications for "scholarships" to attend the conference. Washington and California staffed booths in the exhibit area; Alaska, British Columbia, Oregon, and Hawaii shared a Task Force booth.

The Pacific States/British Columbia Oil Spill Task Force plans to host a Clean Pacific Conference every other year, while our regular one-day Annual Meetings will be held on the years between. All events will continue to rotate among our member jurisdictions. Our 2008 Annual Meeting will be held in Victoria, British Columbia on September 18th; see [www.oilspilltaskforce.org](http://www.oilspilltaskforce.org) for details. Clean Pacific 2009 will be September 15-16, 2009, in Portland, Oregon. More information will be posted on <http://www.cleanpacific.org>.

### THE 2007 LEGACY AWARDS

Legacy Awards are given to industry, non-profit or public agency organizations and individuals, or for team efforts. The Task Force gives Legacy Awards for projects, accomplishments, or leadership that demonstrates innovation, management commitment, and improvements in oil spill prevention, preparedness, or response resulting in enhanced environmental protection. Efforts to promote partnerships and involve the public are favored. Organizations, individuals, or projects nominated for the Legacy Award must be located or primarily operating in the Task Force jurisdictions of Alaska, British Columbia, Washington, Oregon, California, and Hawaii. Organizations or individuals representing a regulated industry must demonstrate a satisfactory history of compliance with state, provincial, and federal oil spill regulations.

The Pacific States/British Columbia Oil Spill Task Force awarded its 2007 Legacy Awards for excellence in Oil Spill Prevention, Preparedness, and Response at the Clean Pacific Conference on September 13, 2007 to the following recipients:

- Dr. Mervin Fingas (retired), Environment Canada's Emergencies Science and Technologies Division
- Chris Wilke, Clean Marina Washington
- Chad Bowechop, the Makah Indian Tribe
- David "DC" Carter, Pacific Environmental (PENCO)
- The West Coast Joint Assessment Team
- U.S. Coast Guard, Sector Los Angeles/Long Beach

More details on the 2007 Legacy Award winners and their outstanding efforts is available on our website at: <http://www.oilspilltaskforce.org/legacy.htm>



2007-2008 IN REVIEW

## OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS



*Legacy Awards Ceremony, Clean Pacific Conference, September 13, 2007. From left to right: Dr. Mervin Fingas; David "DC" Carter; the U.S. Coast Guard Sector Los Angeles/Long Beach as represented by CDR Laura O'Hare, LT Jason Marineau, LTJG Justin Rule, LT Ron Fien, MST2 Justin Hoffer, and MST2 Michel Carreon; the West Coast JAT as represented by Bruce Joab, Charlie Hebert, Ian Zelo, Dale Davis, Dan Doty, Scott Robertson, Mike Ammann. Chris Wilke and Chad Bowe chop were not available for this photo.*

### STAKEHOLDER OUTREACH

Stakeholders monitor Task Force activities through our web site and can also participate in Task Force sponsored events or project workgroups. We host two public events each year: a roundtable forum and our Annual Meeting. See details regarding the 2008 Roundtable on Green Ports under our "Prevention" section above.

The Task Force web site ([www.oilspilltaskforce.org](http://www.oilspilltaskforce.org)) offers the following features:

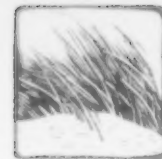
- The OVERVIEW provides background on the Task Force as well as bios and photos of all Task Force Members;
- CURRENT INTERESTS is where we post event and award announcements, our Events Calendar, and reports from recent Task Force meetings or projects;
- WHAT WE DO includes our current Strategic Plan and Annual Work Plan, our Memoranda of Cooperation, and Resolutions and Agreements signed by the Task Force Members since 1993;
- The LEGACY AWARD HONOR ROLL lists all the Task Force Legacy Award Winners since 1999;
- NOTES & REPORTS features our Annual Reports (which contain the spill data reports) as well as Task Force comments on federal rulemaking, noteworthy correspondence, meeting notes, and project reports;
- CONTACT INFORMATION provides contact details for the Task Force's Coordinating Committee and Executive Coordinator;

- LINKS provides links to the Task Force member agencies, other state agencies on the West, Gulf, and East Coasts, plus key US and Canadian federal agencies;
- SPILLS AREN'T SLICK provides information on POSPET and its activities; and
- A SEARCH engine allows you to search the site if you don't find what you want in one of the categories above.

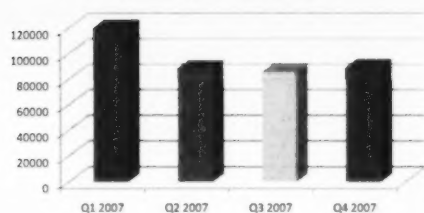
The website has received a total of 1,642,026 "requests" from its initiation in the 3rd quarter of 2003 through 2007. A "request" is any visit to the site or to any page on the site. The numbers of requests by year are listed below:

### TASK FORCE WEBSITE USAGE DATA

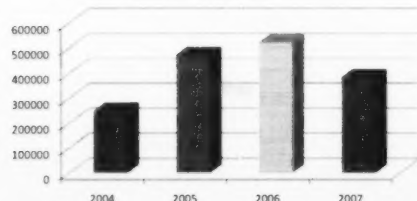
TIME PERIOD	# OF REQUESTS	% OF REQUESTS
2007	380,496	23.17%
2006	521,506	31.76%
2005	471,158	28.69%
2004	246,597	15.02%
2003	22,269	1.36%
Q1 2007	119,383	31.38%
Q2 2007	87,740	23.06%
Q3 2007	85,024	22.35%
Q4 2007	88,349	23.22%



## NUMBER OF REQUESTS



## YEARLY REPORT

OIL SPILL TASK FORCE/U.S. COAST GUARD  
PACIFIC AREA MOU

The Oil Spill Task Force's Coordinating Committee has met annually with representatives of the U.S. Coast Guard's Pacific Area and Districts 11, 13, 14, and 17. Participants provide updates on their activities and discuss issues of common concern in order to identify opportunities for cooperation and collaboration.

The Pacific Area Coast Guard and its member Districts have a long history of collaboration with the Oil Spill Task Force on projects of regional interest over the past 15 years. Such projects include the Integrated Vessel Response Guidelines (1997), the Oil Spill Field Operations Guide Update (2000), the Best Industry Practices for Vessels and Tank Barges (2003), the West Coast Offshore Vessel Traffic Risk Management Project (2002) and its Five-year Review (2007), Places of Refuge Guidelines (2005), the Clean Pacific Conference (2007), and the Pacific Oil Spill Prevention Education Team (ongoing). This spring the Task Force Executive Coordinator worked with Stephen Danscuk at the U.S. Coast Guard Pacific Area's Office of Prevention to draft a Memorandum of Understanding (MOU) that would acknowledge and affirm the value of these existing partnership efforts.

In a signing ceremony on Coast Guard Island in Alameda, CA on May 27, 2008 Vice Admiral Charles D. Wurster, Commander, Coast Guard Pacific Area, and Jean Cameron, Executive Coordinator of the

Pacific States/British Columbia Oil Spill Task Force, signed the Memorandum of Understanding, which recognizes this 15-year cooperative partnership and the shared goals of both the U.S. Coast Guard and the Oil Spill Task Force in preparing for and preventing spills, in seeking cooperative methods to foster greater environmental awareness and compliance, and by ensuring that appropriate cleanups are conducted.



Vice Admiral Charles D. Wurster and Jean Cameron

OUTREACH TO OTHER COASTAL STATES  
AND PROVINCES

We currently interface with Points of Contact in the oil spill agencies of Texas, Louisiana, Mississippi, Alabama, Florida, Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Virginia, and South Carolina as follows:

- They receive our news clippings and informational emails;
- They can join the information sharing at the Coordinating Committee meetings in person or by speaker phone;
- We advise them of federal rulemakings of interest, and if the Task Force decides to submit comments, give them an opportunity to sign on;
- Their agency links are added to our web site;
- They can contact our Coordinating Committee members anytime on any topic, and vice versa; and



2007-2008 YEAR IN REVIEW

## OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

- As Points of Contact (POCs) for this information sharing, they are also our POCs for mutual aid requests.

Our outreach efforts to coastal states and provinces will continue in the 2008-2009 work year.

### OTHER TASK FORCE COMMUNICATIONS AND OUTREACH ACTIVITIES

- Pursuant to our focus on submitting Task Force consensus comments on federal initiatives, the Executive Coordinator tracks rulemaking activities and notifies member agencies of opportunities for comment on relevant proposals. We submitted comments on EPA's Notice of Proposed Rulemaking for their SPCC rule in December, 2007. We also submitted comments on the U.S. Coast Guard's Notice of Proposed

Rulemaking on Limits of Liability (see the Preparedness/Response section above).

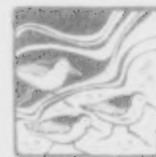
Copies of our comments are always available at: <http://www.oilspilltaskforce.org/comments.htm>

- The Coordinating Committee of the Task Force held its quarterly meetings in Honolulu, Hawaii, Long Beach, California, and Anchorage Alaska over this past work year; they conducted their Fall meeting by conference call following the Clean Pacific Conference. These meetings provide opportunities for information exchange as well as decisions on administration and implementation of projects outlined in our Annual Work Plan. The Task Force Coordinating Committee met with representatives of the U.S. Coast Guard Pacific Area and Districts 11, 13, 14, and 17 during their January 2008 meeting. Summary



*Coordinating Committee members tour an XTO Energy oil platform in Cook Inlet, Alaska*





notes for the Coordinating Committee meetings are available on our website.

- Jean Cameron represented the Task Force as a speaker or participant in the following events this past year:
  - the USCG/American Waterways Operators Regional Quality Steering Committee meeting in September (by phone);
  - the American Salvage Association conference in Washington, DC in October;
  - the Clean Gulf Conference in Tampa in November;
  - the December Joint Assessment Team meeting (by phone);
  - API's Spills Advisory Group meeting in Washington, DC in December;
  - the International Oil Spill Conference in Savannah in May;
  - the Harbor Safety Committee Conference in Seattle, also in May; and
  - the NW Area Committee/RRT 10 meeting in Portland in June.
- She also attended the Change of Command ceremony for the Commander of the USCG Pacific Area on May 29th, where she presented outgoing Commander VADM Charles Wurster with a Certificate of Appreciation from the Task Force. In addition, she participated in the CANUSDIX drill in Ketchikan in September, 2007 as well as the NPREP drill in Ocean Shores, Washington in May, 2008.
- Ms. Cameron responds to information requests throughout the year. Requests this past year included requests for more information on our spill data; clarification of postings on our website; a request for copies of PowerPoints used at our 2006 Roundtable; a request for information on Limits of Liability; and media calls for background information following the *Cosco Busan* oil spill.
- With regard to "internal communications" among member agencies, the Executive Coordinator frequently provides a summary of news clippings on events and issues of interest to the Task Force. She also maintains a Contact List of Task Force and Coordinating Committee members and produces a Mid-Term Report to the Task Force Members. All member agencies regularly exchange information on their initiatives and activities.
- The Executive Coordinator and Coordinating Committee are developing an Annual Work Plan for 2008-2009 which will be adopted by the Task Force Members and posted on our website.





## 2007-2008 IN REVIEW:

### TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

*In addition to their dedication of staff and resources to Oil Spill Task Force projects, our member agencies have been involved in a wide range of initiatives in their own jurisdictions, as outlined below:*

#### ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC), DIVISION OF SPILL PREVENTION AND RESPONSE

The mission of the Alaska Department of Environmental Conservation's Division of Spill Prevention and Response (SPAR) is to prevent, respond to and ensure the cleanup of unauthorized discharges of oil and hazardous substances. The Division is responsible for protecting Alaska's land, waters, and air from oil and hazardous substance spills. Alaskans have made a concerted effort to prevent and clean up spills. Significant progress has been made in the safe handling, storage and transportation of oil and chemicals and the cleanup of historic contamination. While we will never totally eliminate the risk of spills we are constantly learning how to better manage that risk. SPAR pursues its mission in three important ways:

##### ***Prevention: Ensuring a safer Alaska through the spill-free handling of oil and chemicals***

SPAR ensures spill prevention through the review and approval of oil discharge prevention and contingency plans for oil terminals, tank vessels and barges, railroads, refineries, and exploration and production facilities; the underground storage tank spill prevention program; technical assistance to industry and the public; risk reduction measures; inspections; and, education and training in proper spill prevention and response methods.

##### ***Preparedness: Making industry and government better prepared to respond to spills***

SPAR ensures response preparedness through the review and approval of oil discharge contingency plans; inspections; spill drills and exercises; partnerships with local communities and other state and federal agencies; pre-positioning of response equipment for local use; maintenance of statewide and regional spill response plans; and implementation of the Incident Command System for spill response.

##### ***Response: Keeping Alaska cleaner through rapid response and cleanup of contaminated sites***

SPAR ensures an effective response through the identification and rapid abatement of dangerous acute human exposures to hazardous substances; timely characterization and remediation of chronic health exposure risks from hazardous substance releases; mitigation of the effects of spills on the environment and cultural resources; and restoration of property value and usability through adequate cleanup.

#### **SPILL RESPONSE**

ADEC received reports of 1,611 oil spills, 76 brine spills, and 423 hazardous substance spills in calendar year 2007. The Department conducted 191 field responses to oil spills, 7 field responses to brine spills, and 24 field responses to hazardous substance spills. The Department estimates that 120,909 gallons of oil, 137,439 gallons of brine and 52,161 gallons of hazardous substances were spilled in 2007. Of the 241 oil spills exceeding the Task Force data threshold of one barrel to land or water; 150 were from facilities, 29 from vessels, and 18 from vehicles and 44 were from other sources.

In 2007, ADEC initiated emergency responses to 29 significant/potential oil and hazardous substance spills statewide and continue to monitor ongoing cleanup and recovery activities. The releases involved commercial and fishing vessel groundings, tank truck rollovers, overfills, ammonia releases from vessels and fixed facilities, and process water spills due to corrosion of piping. ADEC responders actively worked 2,110 spill cleanups throughout the state and removed the risk by cleaning up contaminants at sites and then closing or issuing "no further action" letters for 1,867 spills. Twenty-nine cases were transferred to DEC's Contaminated Sites Program for long-term cleanup and monitoring and



five cases to the Department of Law for enforcement action. The state's response depots were activated for several spills, accessing five of the state's response depots in Aniak, Bethel, Valdez and Whittier.

#### MAJOR RESPONSES

**TRANS-ALASKA PIPELINE, RGV 32:** On January 9, 2007 Alyeska Pipeline Service Company discovered a spill at the Trans Alaska Pipeline Service (TAPS) Remote Gate Valve (RGV) 32 location. The spill volume was determined to be 400-500 gallons of crude oil. The spill was caused by a loose valve on a 2" threaded O-ring. The spill was from an above ground section of the pipeline to the RGV pad. An Incident Management Team stood up at the Fairbanks Emergency Operation Center. The pipeline was shut down for about six hours that day.

**ACRES KWIK TRIP:** The Acres Kwik Trip site in Valdez includes a market/laundromat and retail fuel sales building, a saloon/bar, residential trailer home, liquor store, and storage sheds. Around January 2007, snow removal equipment broke the gasoline piping from aboveground storage tanks to the dispenser islands. In April 2007, gasoline odors were noticed and a break in the piping was discovered. Inventory records indicated that 4,000 gallons of gasoline have been released. The piping was repaired, and initial spill response activities began on April 19, 2007. As of September 2007 the business had reopened.

**TANK BARGE PM 230:** On April 23, 2007, the tug *Pacific Patriot* lost both main engines at the entrance to Tongass Narrows, with the T/B PM230 in tow. At the time, the T/B PM230 was underway from Metlakatla to deliver fuel products to communities in central Southeast Alaska and was carrying 800,000 gallons of refined fuel products including diesel and gasoline. The towline parted which resulted in the T/B PM230 running soft aground at the south end of Pennock Island before the barge anchors held. Minor damage was discovered on the barge's hull, with no hull breach or pollution observed. The USCG, ADEC, and the Southeast Alaska Petroleum Resource Organization (SEAPRO) were notified of the incident while it was happening and were all engaged in ramping up what would have been one of the largest, if not the largest spill response in Southeastern Alaska ever, when, fortunately, the *Pacific Patriot* regained power and snatched the tow from the rocks of Pennock Island in the nick of time.

**EMPRESS OF THE NORTH:** On May 14, 2007, the small passenger vessel *Empress of the North*, a 360-foot stern-wheeler style cruise ship, sent a radio report to the U.S. Coast Guard reporting that the vessel had struck a reef. The reef turned out to be Rocky Island, a charted and marked island, near the intersection of Icy Strait and Chatham Strait about 25 air miles southwest of Juneau. At the time of the strike, the vessel was carrying 281 passengers and crew aboard and 25,000 gallons of diesel fuel. The vessel began taking on water upon striking the reef and began listing 8 degrees. The vessel floated free of the reef on the incoming tide and the passengers were safely evacuated to other vessels in the area. The grounding caused significant damage to the hull of the vessel including opening up one fuel tank to



the sea. The ruptured fuel tank was empty with only a small amount of residual fuel clinging to the tank wall, which caused only slight sheening in the immediate area of the Rocky Island which rapidly dissipated. The vessel steamed to Auke Bay under its own power and was boomed off as a precaution while a damage survey and transit plans were completed under ADEC and USCG monitoring.

Refer to the situation reports posted on the PERP website for more details on these and other incidents at: [http://www.dec.state.ak.us/spar/perp/response/sr\\_fy07.htm](http://www.dec.state.ak.us/spar/perp/response/sr_fy07.htm)

**F/V TRADITION:** On May 17, 2007, the fishing vessel *Tradition* capsized and sank at the Delong Dock in Whittier. City staff responded to this potential 6,000 gallon diesel fuel spill by deploying ADEC spill containment boom pre-staged in Whittier. Both ADEC and USCG responders were on scene for emergency oversight and organized the



## 2007-2008 IN REVIEW:

### TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

deployment of state and federal containment boom from ADEC and USCG local emergency response depots. Approximately 7,200 gallons of oily liquids were recovered from the boomed area during the cleanup, and stored in three fast-tanks. By May 22, 2007, the vessel salvage contractor completed the up-righting, dewatering, and re-floating of the vessel. All of the oily liquids and solid waste from the vessel and spill response were transported to Emerald Services of Alaska for disposal.

**SAND POINT ABANDONED DRUMS:** CART responders spent a considerable amount of time in July 2007, in a multi-agency effort to remove 605 abandoned drums in an old rock quarry in Sand Point between the airport and town. The EPA, ADEC, City of Sand Point, Unga Tribal Council, Qagun Tayagungin Tribal Council, and the Aleutian Pribilof Islands Association are coordinating efforts to clean up this site.

The project was divided into two phases: Phase I initiated the cleanup effort by capturing liquids released from the drums, characterizing the contents of the drums and recovered free oil, consolidating the drum's contents into their various recyclable groups, e.g. used oil, gasoline, diesel fuel, antifreeze, and water. Twenty five drums segregated as potentially hazardous waste during the field characterization process are going to be further characterized in Phase II using laboratory analytical methods to determine if the contents are going to be regulated as hazardous waste. Used oil was consolidated into 6 tanks where it will remain until used oil burn spec analytical samples can be

collected and a determination made regarding the RCRA status of the used oil. Diesel fuel, gasoline, and antifreeze were consolidated into sound drums and removed from the site for consumption by the City of Sand Point.

Phase II will include the sampling and analysis of the used oil, potentially hazardous waste, and soil samples collected during excavation of contaminated soil. The Qagun Tayagungin Tribal Council sponsored the drafting of a Quality Assurance Program Plan that provides guidance and structure for the elements of Phase II which will include funding from Federal sources. The Unga Tribal Council has solicited proposals from environmental consulting firms for the analytical work to further characterize the used oil, potentially hazardous waste, and impacted soil. The successful firm will perform the necessary field and analytical work to make a determination on the status of the used oil and potentially hazardous waste at the site. If funding allows, an interim removal action will excavate contaminated soil and confirmation samples collected to determine the sites long-term regulatory status. Conditions of the RFP issued by Unga Tribal Council stipulate that the scope of work is to be completed by June 2008.

On September 17-24, 2007 the ADEC project manager travelled to Chukotka, Russia to provide training and technical assistance in cleaning up a drum disposal site.

**F/V NORDIC VIKING:** On July 21, 2007, the F/V *Nordic Viking* ran aground at Port Gravina near Olsen Bay, Prince William Sound. The vessel



Sand Point drums



F/V Nordic Viking



operator reported to the Coast Guard that at least one fuel tank holding an estimated 3,500 gallons of diesel had been breached and was releasing fuel into the water. U.S. Coast Guard personnel and CART responders established an Incident Management Team at the Marine Safety Unit in Valdez. A joint USCG/ADEC overflight reported sheen 5 miles long by 200 foot wide, and ADF&G closed the commercial salmon fishery for the Port Gravina area. The response team assisted with the lightering and salvage operations until demobilization on July 31, 2007.

As recommended by the SCAT team, cleanup workers removed 18 trash bags of heavily oiled eel grass in the vicinity of a small stream and sorbent sweep was set in place to reduce oiling in the backshore area. Following completion of the shoreline surveys, the SCAT team determined that the two shoreline areas that were impacted by the spill should be allowed to naturally remediate since a cleanup operation would cause more damage than the initial impact. There were no reports of injured wildlife.

**ALASKA TRAMS BUNKER OIL CONTAINER:** On November 21, 2007 a float plane pilot reported to Alaska Marine Lines (AML) a sheen of oil trailing from a cargo barge as it was underway near Ketchikan. Approximately 1,000 tons of oil and diatomaceous earth recovered during a bunker fuel tank cleanup in Juneau was being transported in four 20-ft. open-top, lined containers to Seattle for disposal. The door on one of the containers apparently failed for unknown reasons allowing a portion of the contents to leak on to the deck of the barge, across the deck and into the water. AML and U.S. Coast Guard personnel stated that only one third of the container's oily waste was solidified. The liner material in the container was unable to prevent the discharge of the oily waste once the door failed. AML initiated a response with the Southeast Alaska Petroleum Resource Organization (SEAPRO) to contain and clean up the spilled oil. The damaged container and the three other containers transporting oily waste from the same tank-cleanup were removed from the barge and are being stored at a secure area in the AML facility. The other three containers had small amounts of oil leaking from them and were in poor condition. The U.S. Coast Guard has declared that the containers will not be permitted to be reloaded onto a barge until proper containment is provided. As of January 9, 2008 the arrangements are still pending to transfer the oil and

diatomaceous earth mixture from the original containers into new ones for transport south.



**2U-2W 24-INCH PRODUCED OIL SPILL, KUPARUK, PRUDHOE BAY SPILL:** On December 16, 2007 oil field workers discovered the spill from the 24-inch produced oil flowline; and the oil wells feeding the flowline were shut down. Production wells remained down for approximately five days during repair. The spill volume was reported at 4,284 gallons (102 barrels) of produced oil, affecting 350,223 sq. ft of frozen lake, 183,824 sq.ft of tundra with light oiling and produced water, and 7,405 sq. ft of heavily contaminated tundra.

ConocoPhillips Alaska Inc. (CPAI) set up the Incident Management Team (IMT) structure on December 16, 2007, and expedited Alaska Clean Seas (ACS) to manage the response using 30 Penco cleanup crew split between two (2) twelve-hour shifts. Responders used hand tools to remove oiled snow from tundra and lake plumes, and augmented with a walk-behind Bobcat loader to remove heavily oiled snow. Oiled snow was melted through a mechanical snowmelter, where the oil was separated from the water and quantified by a third party consultant as approved through the Waste Disposal Plan. Cleanup of the heavily contaminated area continued with an approved Cleanup Plan using scorching, dividing the heavily contaminated site into treatment cells with "shore seal boom," and flooding individual cells to dilute the produced water from the tundra. ADEC Tundra Treatment Guidelines were used in the response effort, assisted by a third





## 2007-2008 IN REVIEW:

### TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

party tundra specialist consultant. Cleanup end points were defined in the Tundra Treatment Guidelines, Water Quality regulations located in 18 AAC 70 for the lake and tundra plumes and Method 2 cleanup levels for the heavily oiled tundra.

CPAI was issued a document retention subpoena, requested to perform Tap Root® analysis for the cause of the spill, and requested to accelerate their corrosion inspection on the flow and well feeder lines within the affected area. Confirmation samples were received for the completed work. Cleanup was stopped on January 9, 2008 due to extreme weather. Treatment to reduce the concentration of produced water began on the second of six treatment cells, and is scheduled for completion in spring 2008.

#### NEW RULE MAKING

**Regulation Review Work Group:** The PERP Regulation Review Work Group identified corrections to the Regional Master Discharge Prevention and Contingency Plan Boundaries (18 AAC 75.495) for the Western Alaska Region and forwarded them to the Contaminated Sites Program to be included with their proposed regulation changes that were put out for public comment during October and November of 2007.

**New Prevention Regulations:** In 2007 new regulations became effective for prevention technology for aboveground crude oil storage tanks, secondary containment, facility piping, and flow lines. The flow lines are also known as upstream pipelines. We believe that Alaska is the first state within the United States that promulgates prevention regulations for onshore flow lines. Oil Discharge Prevention and Contingency Plan holders were required to amend their plans to comply with the new regulations by August 1, 2007. Some aspects of the new regulations will be implemented throughout 2008 as well.

#### SPILL PREVENTION INITIATIVES

**Inspections:** ADEC Industry Preparedness staff conducted 50 inspections of oil terminal/tank farms, crude oil transmission pipelines, tankers, non-tank vessels, and tank barges.

**Industry Contingency Plans:** Industry Preparedness staff reviewed and approved 142 new, renewal, or amended oil discharge prevention and contingency plans for facilities and vessels other than non-tank

vessels. Staff also reviewed and approved, as necessary, 404 non-tank vessel contingency plans.

**Potential Places of Refuge (PPOR):** PERP continued to address Potential Places of Refuge issues during 2007. The pre-identified PPOR and supporting documents are designed to identify possible locations to move a vessel needing assistance where actions can be taken to stabilize and/or repair the vessel, in order to protect human life, reduce hazards to navigation, and/or protect natural resources and other uses of an area. The documents contain maps, aerial photos, and information on site considerations, operational characteristics, and local knowledge. A project to develop new PPOR documents for the Aleutians Subarea was completed in the second half of 2007.

Work continued on the development of additional PPOR for the Cook Inlet (CI) Subarea. The CI PPOR Workgroup, which is co-chaired by PERP staff, met in April 2007. An additional subcommittee meeting to discuss the merits of an "offshore" PPOR convened in May 2007. The Cook Inlet Workgroup documented the risk factors and evaluated the previously identified PPOR and identified new sites. All sites will be formatted into the standard PPOR template with the assistance of staff-managed contractors. The workgroup focused on finding PPOR outside of Kachemak Bay, a sensitive area. A PPOR west of Homer Spit was identified as an alternative to taking a vessel to Kachemak Bay inside the spit.

PERP staff attended the Pacific States/British Columbia Oil Spill Task Force Places of Refuge Workshop on February 6, 2007. The workshop was held in Alameda, California and over 40 representatives from California, Washington, Oregon, Guam, and Washington DC attended the event. Agencies represented included ADEC, EPA, NOAA, California Office of Spill Prevention and Response, Oregon Dept. of Environmental Quality, U.S. Navy, industry, USCG, and others. The purpose of the workshop was to provide information (primarily to the California staff) to assist in the development of specific places of refuge guidelines. PERP staff provided an overview of how the Incident Command System is used in the Places of Refuge decision-making process, and also the pre-planning process used to identify specific potential places of refuge in Prince William Sound.



**Statewide Hazmat Workgroup:** The Statewide Hazmat Workgroup met four times during 2007. A major mass decon exercise was also held on June 7, 2007 in Anchorage, and participants included the major hospitals in Anchorage, several Hazmat teams, and the 103rd Civil Support Team. An updated list of Statewide Hazmat Detection Equipment was provided to the workgroup. Additionally a meeting was held with the Statewide Hazmat Steering Committee and decisions were made on which detection instruments to retain, new items to purchase, and items to delete from the inventory.

Staff also facilitated the Hazmat Sampling Protocols meeting held on November 15, 2007 in Anchorage. Draft sampling protocols were discussed and proposed contents for sampling kits were also reviewed. The group will also be developing a training curriculum for the sampling protocols.

Prevention Section staff also provided a presentation on August 14, 2007 at an OSHA compliance course held at a UAA facility in Anchorage. The basic topic was the statewide Hazmat response program, and items covered included a historical analysis of extremely hazardous substance releases in the state, hazmat response capabilities, basic process for activating the team, release reporting requirements, and oil and hazardous substance planning initiatives.

**Ammonia Training:** Prevention and Emergency Response Program staff facilitated the ammonia training event at Ketchikan on September 11-13, 2007. A total of 44 people attended the course including emergency responders from the City of Ketchikan, Ketchikan Gateway Borough, City of Wrangell, City and Borough of Juneau, three seafood processing facilities, North Tongass Volunteer Fire Department, and NOAA National Weather Service. The event included a two-day academic training course (including a live release demonstration), plus a functional exercise at a seafood facility in Ketchikan. The event was partially funded by the Federal Hazardous Materials Emergency Preparedness (HMEP) grant, which is managed by the DMVA Division of Homeland Security and Emergency Management. Funding was provided to DEC through a reimbursable services agreement, and will also be used to fund the Weapons of Mass Destruction (WMD) Sampling Course.

**Weapons of Mass Destruction Sampling Course:** Prevention Section staff coordinated the Weapons of

Mass Destruction (WMD) Sampling Course on September 25-27, 2007, and the Biological Sampling Course on September 28, 2007, which was held in Anchorage at the Fire Training Facility. Both courses were attended by approximately 50 students representing the following agencies/communities: Fairbanks Hazmat Team, Anchorage Hazmat Team, Kodiak Hazmat Team, Ketchikan Hazmat Team, Valdez Hazmat Team, 103rd Civil Support Team (Alaska National Guard), Sector Anchorage (U.S. Coast Guard), EPA response contractor, Federal Bureau of Investigation, U.S. Air Force Elmendorf Air Force Base Staff, Alaska Dept of Health and Social Services (Public Health Lab) and DEC PERP staff. Funding for student travel to these courses was provided through the federal Hazardous Materials Emergency Preparedness grant provided thru the Alaska Department of Military and Veterans Affairs, Division of Homeland Security and Emergency Management. The training occurred prior to the Anchorage Hazmat Team response on Friday, September 28 at the Brady Building, State Attorney General's Office-Civil.

**Alaska Risk Assessment:** In May 2007, the Alaska Legislature approved funding for the comprehensive oil and gas infrastructure risk assessment project. The funding level is \$5 millions - \$2.5 millions each from the General and Response Funds. The purpose of the risk assessment is to determine a baseline condition of Alaska's oil and gas production, storage and transportation system. The Risk Assessment will also evaluate the economic, environmental and safety risks associated with continued operation for another generation and recommend measures to mitigate those risks.

Throughout the 3rd and 4th quarters of CY 2007, ADEC, as the lead agency for this project, worked closely with other state agencies (such as Natural Resources, Revenue, and the Oil and Gas Commission) to solicit inputs in the drafting of the Scope-of-Work for the Risk Assessment Request-for-Proposal. Public input and an additional technical peer-review process have been incorporated into the overall vision of this project.

#### **SPILL PREPAREDNESS INITIATIVES**

ADEC maintains 43 Community Spill Response Agreements statewide and continues to expand the State's overall capacity to respond to spills by working with local communities through training and providing response equipment.



## 2007-2008 IN REVIEW:

### TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

The first workgroup meeting for the Clean Harbors pilot project was held in Homer on December 19, 2007. Homer Harbor will serve as a "pilot project" for launching the Clean Harbors initiative in Alaska.

#### *Drills & Exercises*

ADEC staff participated and evaluated 30 oil spill exercises conducted throughout the state involving oil terminals and tank farms, crude oil transmission pipelines such as the Trans-Alaska Pipeline, crude and non-crude tankers, tank barges, non-tank vessels, and the Alaska Railroad. The major drills were the Alaska Shield/Northern Edge Drill (TAPS Pipeline component), PWS SeaRiver Tanker drill, PWS Alaska Maiden Exercise, Air Force King Salmon Drill, Brooks Range Petroleum Drill, North Slope Mutual Aid Drill, ARRC Drill, VMT Environmentally Sensitive Areas Protection Strategies Drill and the Tesoro Drill.

**CANUSDIX JOINT '07 EXERCISE:** During the week of September 17, 2007, twelve PERP and state agency personnel from Ketchikan, Anchorage, Fairbanks, Soldotna and Juneau attended the Canada-United States Dixon Entrance (CANUSDIX '07) trans-boundary exercise and meetings. The CANUSDIX '07 exercise was a four day joint Canadian/ US forum focused on joint planning, operations and equipment deployments to test equipment and identify shortfalls and issues of concern for a remote oil spill response scenario in Dixon Entrance and Portland Canal. The forum included a day of on-water and onshore response equipment exercise, and a one-day tabletop exercise. This year's tabletop is the first "conventional" tabletop exercise for the CANUSDIX and builds upon a strong foundation built during 15 years of joint workshops, exercises and planning between state, provincial, and federal agencies from the US and Canada. The forum aimed at making an efficient, joint response to a large spill of black oil across both sides of the boundary using realistic available resources, logistical considerations and coordination between two nations using different incident management systems. Primary goals was to forward plan strategically as well as combine resources tactically at the scene to jointly produce the most efficient combination of resources to collect the greatest amount of oil and protect the most sensitive areas. ADEC and British Columbia Ministry of the Environment (MOE) presented the jointly developed draft CANUSDIX waste management plan template for injection into the tabletop exercise. The table-top

exercise goals also included testing the ability of two command posts (US and Canada) to share planning documents and action plans and make joint response decisions, test the joint decision making process for identifying a Place of Refuge, and exercise the CANUSDIX Wildlife Response Guidelines decision making process. Attendees at the meetings and exercise events included DEC, DF&G, DNR, British Columbia MOE, U.S. Coast Guard, Canadian Coast Guard, Environment Canada, Canadian Wildlife Service, US Department of Interior, U.S. Customs and Border Protection, Southeast Prevention & Response Organization, and Burrard Clean.

#### **NEW SPILL RESPONSE INITIATIVES**

**Aleutian Islands Vessel Emergency Towing System Workgroup:** Following the near grounding of the Salica Frigo on March 9, 2007, the Mayor of Unalaska convened a workgroup to discuss issues related to disabled vessels in the Aleutians and develop prevention measures. The PERP Program Manager and CART are participants in this workgroup. Following initial discussions, the workgroup set as a goal the development of an emergency towing capability for disabled vessels in the Aleutians Subarea utilizing locally available tugboats and an Emergency Towing System (ETS). The placement of emergency towing equipment and the training of personnel stationed in Unalaska will decrease response time and enhance the ability to rescue a disabled vessel and prevent grounding.

The ETS consists of a towline capable of towing a distressed vessel, a messenger line to assist in deploying the towline, a line-launcher, a buoy, and chaffing gear. The ETS may be deployed to a disabled ship from the stern of a tugboat or airdropped to the deck of the ship via helicopter. Two towing systems have been purchased to cover most vessels found in the Aleutian Islands. The City of Unalaska has purchased a system suitable for vessels up to 50,000 DWT and the ADEC has purchased a system capable of towing vessel greater than 50,000 DWT.

The ETS Workgroup includes State, Federal and City government representatives, professional industry representatives (local and national) and oil spill prevention professionals. A deployment exercise was conducted on July 31, 2007. The exercise helped establish procedures for a manual to accommodate multiple deployment strategies and training DVDs. Additional information on the ETS Workgroup's





progress can be found at: <http://www.dec.state.ak.us/spar/perp/aiets/home.htm>

**Aleutian Island Risk Assessment Scoping Project:** ADEC and the U.S. Coast Guard are funding a multi-stage risk assessment of maritime transportation in the Bering Sea and the Aleutian Archipelago. The first phase of this long-term risk assessment and mitigation strategy is to fund a project titled, "Risk of Oil Spills in the Aleutian Islands-A Study to Design a Comprehensive Risk Assessment". A Committee established within the Transportation Research Board of the National Academies is conducting this project. Information about the Committee membership, the statement of task for this study and background data can be found on the National Academies' web site. The first Committee meeting was held in Anchorage and Unalaska the last week of October 2007. The Committee gathered key information from Alaska stakeholders that have an interest in the Aleutian Island region.

**Communications Training and Update:** PERP staff provided hands-on training for the Alaska Land Mobile Radios (ALMR) to area responders. New VHF repeaters were installed on Jack's Peak, La Touche, Mt. Bede, Rugged Island, and Naked Island sites near Valdez. Only the new repeater on Heney Ridge remains to be installed in the Valdez area.

Staff attended various ALMR meetings and passed the pertinent information to the rest of PERP Staff.

**Aerial Observation Training:** On January 16, 2007 through January 19, 2007, ADEC staff attended Aerial Observation training at Cook Inlet Spill Prevention and Response Inc. (CISPRI) in Nikiski. Tesoro Alaska Company and CISPRI sponsored two 2-day training sessions to maximize the number of attendees. The course instructors were from the Clean Islands Council in Hawaii. Besides PERP staff, attendees included personnel from Tesoro, BP, Alaska Chadux, SEAPRO, CISPRI, Alyeska SERV, NOAA, and the U.S. Coast Guard. The training covered comprehensive and practical aerial observation techniques for use by responders conducting over-flights as part of an oil spill response. Topics included fate and effects, trajectory, SMART protocols, monitoring, oil spill characterization, eye calibration, documentation and reporting, spotting, and response. Tactics are in accordance with 33 CFR 154 and 155, and NPRM USCG 2001-8661. In addition, the training covered the use of the OziExplorer program, which is

interactive GPS/GIS software that provides real-time tracking ability.

**On-Scene Coordinators Meeting:** PERP staff hosted a meeting of the Federal and State On-Scene Coordinators (OSC) on March 8, 2007 in Anchorage. Attendees included PERP staff and Coast Guard Federal OSCs, and discussion topics included in situ burn guidelines, potential places of refuge, vessel risk assessments for the Aleutians and Cook Inlet, lessons learned from past responses/drills, updates to existing memoranda of agreement, training, and other items of general interest. The OSC Work Group meeting was held in the morning. The OSC Work Group then held a joint meeting in the afternoon with the Alaska spill cooperative managers (Alaska Chadux Corporation, Alaska Clean Seas, Alyeska Pipeline Service Company Ship Escort/Response Vessel System, Cook Inlet Spill Prevention and Response Inc., Southeast Alaska Petroleum Resource Organization, and Naval Supervisor of Salvage). The group discussed similar issues in addition to mutual aid concerns, aerial observation procedures, Coast Guard non-tank vessel proposed regulations, and a briefing on WebEOC.

#### **SPILL PLANNING**

**Unified/Subarea Plans:** The proposed Change 3 to the Unified Plan was again delayed pending ARRT resolution on issues regarding the in-situ burn (ISB) guidelines. The core group of the ARRT Science and Technology Committee met several times to resolve remaining issues with the updated ISB Guidelines. Additionally, the federal air quality standards have changed, which may result in additional changes to the guidelines. PERP staff met with ADEC Air Quality staff to discuss the change in the air quality standards and determine if additional changes are necessary. Upon completion of any further updates to the ISB Guidelines, the Unified Plan will then proceed through the formal update process.

Subarea Committee meetings were held for the development of Change 1 to the North Slope and Interior Subarea Contingency Plans. Updates to both plans were published in June 2007. Efforts are now underway to update the Aleutians, Cook Inlet, Kodiak, and the Bristol Bay Subarea contingency plans.

**Geographic Response Strategies (GRS):** The GRS provide site-specific spill response plans to protect priority sensitive areas in specific geographic areas. Well over 200 GRS have been developed as a



## 2007-2008 IN REVIEW:

### TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

precautionary step in the protection of sensitive portions of Alaskan coastal areas in the event of a petroleum product spill. Efforts are underway to create a set of GRS for the Aleutians Subarea and to simultaneously identify PPOR for the region, as well. The Aleutians Subarea GRS/PPOR Workgroup commenced participation in this project with a meeting in January 2007 and held a follow-up meeting in Unalaska in May 2007.

**Alaska Commercial Fisheries Water Quality Sampling Methods & Procedures Manual:** During the M/V Selendang Ayu oil spill response, the State of Alaska provided for extensive water quality sampling to assess the potential contamination of commercial fishery resources and gear in the vicinity of Unalaska Island. The information was used to meet the State's zero tolerance policy for oil or fuel contamination of food products sold for human consumption by anticipating and preventing oil impacts to commercial fishery resources. As part of the lessons learned identified from this response, ADEC PERP determined that many of the sampling methods used in Unalaska would be applicable

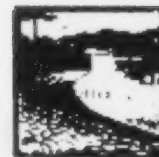
during spill responses in other areas of the state where commercial fishing occurs. ADEC contracted with Nuka Research and Planning Group, LLC to develop the manual documenting the techniques and methods used.

### ADJUDICATION HIGHLIGHTS

**TAPS Pipeline Oil Discharge Prevention and Contingency Plan Administrative Appeal:** In August 2007 Cascadia Wildlands Project and three individual requestors were granted an adjudicatory hearing on unspecified issues related to protection of environmentally sensitive areas downstream of the TAPS Pipeline. As of the end of 2007, the hearing record has been created and preliminary briefs have been filed. However, the hearing issues have not been determined, and a hearing schedule has not been established.

For more information about ADEC's program, visit: <http://www.dec.state.ak.us/spar/index.htm>





ENVIRONMENTAL EMERGENCY MANAGEMENT PROGRAM,  
THE BRITISH COLUMBIA MINISTRY OF ENVIRONMENT

### PROGRAM MISSION

The Ministry of Environment works to protect people, property, and the environment from spill hazards through its Environmental Emergency Management Program. The program's mission statement is: Exemplary Environmental Emergency Management through Leadership, Organization, Team Work, and Shared Responsibility.

On average, approximately 3,000 to 3,500 spills are reported to the ministry annually – most are accidental oil and hazardous material releases. Highly trained Environmental Emergency Response Officers located in regional offices throughout the province are available to respond to these spills. For large and complex spill incidents, the Ministry has two Incident Management Teams. These teams are tasked with the provincial delivery of the BC Marine Oil Spill Response Plan, the BC Inland Spill Response Plan and the BC Hazardous Material Response Plan. These teams function according to the international and provincial adopted Incident Command System which includes the application of Unified Command with the Responsible Party (spiller) and other responding jurisdictions.

The Environmental Management Branch in Victoria (Headquarters) undertakes environmental emergency planning for both the Regional Environmental Emergency Response Officers and the Provincial Incident Management Teams.

### SPILL DATA/STATISTICS

For the calendar year 2007, the ministry received approximately 2700 reports of hazardous materials spills in the province. Approximately 10% of these were incidents of high enough risk to require field response by our Regional Environmental Emergency Response Officers. There were a total of three spill incidents which resulted in the deployment of members of our provincial Incident Management Teams over the past year.

### NOTABLE SPILL INCIDENTS:

The two most notable incidents for the past year related to a marine vessel incident along the coast of

British Columbia and a second incident that involved the rupture of a terrestrial crude oil pipeline which subsequently impacted the marine environment as well.

The Robson Bight Ecological Reserve barge incident resulted in an estimated release of approximately 1000 – 2000 litres of mainly diesel fuel and some oil products being released to the environment.

The Kinder Morgan pipeline rupture occurred in the community of Burnaby in the Greater Vancouver area when construction work lead to the rupture of a crude oil pipeline.

Additionally there were a number of train derailments, marine vessel and motor vehicle incidents in the province in 2007 that resulted in a number of less significant incidents which did not require the activation of our provincial Incident Management Teams but did require ministry attendance and generated media and public interest.

One of the more significant rail incidents resulted in some of the rail cars catching fire just across the Fraser River from the northern community of Prince



*Fire Retardant Being Dropped on Fire at Derailment*



## 2007-2008 IN REVIEW:

### TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

George. In this incident the risk of petroleum products entering the Fraser River and the potential of a forest fire ensuing resulted in additional complications.

#### **Robson Bight Barge Incident**

On August 20, 2007 a barge transporting logging equipment including a tank truck containing 10,000 litres of diesel fuel oil and an additional 10,000 litres of hydraulic and other oils listed and lost its contents in the Robson Bight Ecological Reserve on northern Vancouver Island.

The ecological reserve is a sensitive protected area that includes Orca, or Killer Whale, rubbing beaches not known to exist anywhere else on the globe. It attracts significant numbers of whales and other species at various times of the year.

The incident resulted in an estimated loss of approximately 1500 litres of diesel fuel and oil products. The observable impacts were minimal but images of Killer whales swimming through the diesel sheen caused much concern among the public and with the Ministry of Environment, which designated and manages the ecological reserve.



*Exclusion Booming at a Killer Whale Rubbing Beach in the Reserve*

Ministry of Environment Incident Management Team members set up an incident command post in the nearby community of Port McNeil with a number of stakeholders and other agencies. The Canadian Coast Guard and the Responsible Party (Ted LeRoy Trucking) decided not to join in unified command and set up a separate command post 300 km distant from the incident site.

A remotely operated submersible was subsequently contracted by the Ministry of Environment and the Canadian Coast Guard to assess the equipment that was lying at a depth of 300 meters within the ecological reserve in an attempt to discern if the unaccounted for volume of diesel and oil remained in the wreckage. A variety of consultants were also contracted to provide additional assessments and review of the video footage from the submersible.

The Ministry of Environment has determined that there is a significant likelihood that diesel and other oils remain within the wreckage and have reached an agreement with the Canadian Coast Guard to salvage critical equipment lost during the incident (likely the fuel tank truck and a steel cube container containing a variety of other oil products.) The

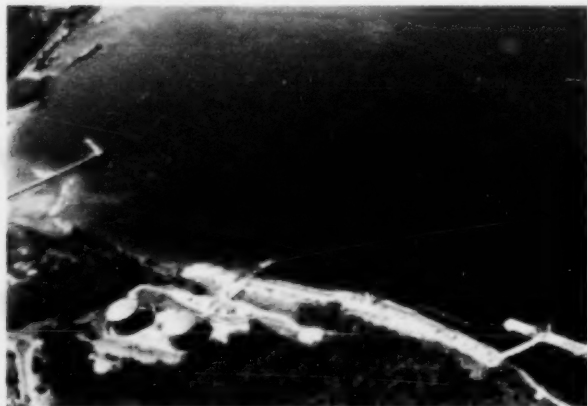
Responsible Party has at this time filed for bankruptcy protection; therefore the two agencies have agreed to fund the salvage operation and undertake future cost recovery actions as appropriate.

#### **Kinder Morgan Pipeline Incident**

On July 24, 2007 a Kinder Morgan crude oil pipeline connecting their Burnaby, British Columbia tank farm to the Westridge Marine Terminal was punctured by a construction crew digging along the Barnett Highway. Approximately 50 homes, property, and a section of the Barnett Highway were impacted when the 24 inch pipeline was ruptured, resulting in a 30 meter geyser of oil spraying into the air and covering the surrounding area with oil over approximately a 25 minute



period. Subsequently the oil seeped into the surrounding soil, storm drains, sewer lines, and along other down gradient pathways. The oil moving through the storm drain system eventually reached the marine waters of Burrard Inlet below the spill site where it was spread further by wind and tides.



*Crude Oil booming and Recovery Operations in Burrard Inlet*

Eleven homes were severely impacted with oiling, and numerous residents were displaced from the area. A major highway was closed for several days due to the oil covering the area and the cleanup activities. The marine environment in Burrard Inlet and approximately 1200 meters of shoreline were also affected. A number of birds were impacted after coming in contact with the oil and were treated by staff from Focus Wildlife, who were contracted to provide the oiled wildlife response component.

The BC Ministry of Environment, as the lead ministry for hazardous material and oil spills, established Unified Command with the Responsible Party and the National Energy Board (lead federal agency for inter-provincial pipeline spills) to coordinate the response efforts under the Incident Command System. Burrard Clean Operations (oil spill response organization) conducted on-water containment and recovery of oil in Burrard Inlet. Other contractors and worked on clean-up and other response activities on both land and water.

The British Columbia Ministry of Environment dispatched regional staff from our lower mainland office in Surrey and members of our southern Provincial Incident Management Team to address

overall management of the response efforts, including specific response functions such as waste management issues, shoreline cleanup and assessment, and investigation activities.

#### **LEGISLATIVE AND PROGRAM REVIEW**

The ministry's Environmental Emergency Program is continuing its work to review existing environmental emergency legislation through the creation of an Environmental Emergencies Review Team. The team is currently working through previous reports to examine and provide recommendations for changes to the legislation; we anticipate completing this work by late 2008.

Price Waterhouse was contracted to provide the ministry with an analysis of industry based funding options that could be implemented to ensure adequate funding of the program. The review included a look at the funding models currently in place in the member jurisdictions of our Pacific States/BC Oil Spill Task Force partners. Additional funding for the program would allow the program to make significant improvements to the spill program and make sure it is adequately positioned to protect the environment and the public from spill incidents. This is especially important in light of the increasing volumes of hazardous materials moving around the province and significant development in the oil and gas and transportation sectors.

#### **SPILL PREPAREDNESS AND PREVENTION INITIATIVES**

In addition to the projects described below, there are a variety of other initiatives under-way that will further contribute to the prevention and preparedness for spills in the province.

#### **RAILWAY SECTOR REVIEW**

The Environmental Emergency Management Program undertook a review of the railway sector and its operations in the province. The first phase of the review "BC Railway Sector Review on Environmental Preparedness and Response Capacity" has now been completed and planning is underway for the second phase.

The review was initiated by the BC Ministry of Environment and subsequently became a joint project with Environment Canada. The report reflects consultation with the regulatory agencies,





## 2007-2008 IN REVIEW:

### TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

railway companies, and contractors affiliated with rail-line operations and emergency response in British Columbia. The study team is comprised of emergency personnel from the BC Ministry of Environment's Environmental Emergency Management Program and Environment Canada; they have brought both technical and incident management expertise to this analysis.

The analysis examined the five largest railways operating in British Columbia: Canadian National Railway (CNR), Canadian Pacific Railway (CPR), Burlington Northern & Santa Fe (BNSF), Southern BC Railway (SRY) and Esquimalt & Nanaimo (E&N). A final report was issued in 2007 and distributed to the various government agencies, rail operators, and key stakeholders. Phase two activities, including a workshop, have been initiated during the spring of 2008 and will continue. The workshop provided an opportunity for all of the participants to tackle the issues identified (incident management capacity, operational spill response capacity, and impact and assessment capacity) in the phase one report and work towards our goal of reducing incidents and improving response and collaboration.

#### COASTAL FIRST NATIONS WORKSHOP ON MARINE SPILLS

The Environmental Emergencies program partnered with Burrard Clean (Canada's certified spill response cooperative on the west coast) to organize a series of regional community workshops on marine spills with coastal First Nations.

Recent experience with First Nation involvement at a number of marine spills including the Queen of the North ferry sinking, the Westwood Annette spill, and the Robson Bight barge incident highlighted the need for better integration of First Nations into marine spill response. It was also recognized that coastal First Nations, due to the location of their communities and lands along the coast, are likely to be impacted and have resources and knowledge that would be invaluable in responding to spill incidents.

The workshop brought together representatives from the First Nations treaty groups on marine spill response. The first half of the workshop was an information sharing session to provide a better understanding of the roles and responsibilities of the various players and provided the First Nations communities impacted by the two spills noted previously an opportunity to share their experience and concerns. The second half of the workshop

focused on sessions designed to identify issues, ideas for their resolution, and training and exercising opportunities to better integrate First Nations into spill response and Unified Command.

Further work will continue to develop solutions to the identified issues and identify joint training and exercising opportunities between First Nations and other stakeholders. Conveying the province's invitation for coastal First Nations to join in Unified Command during a marine spill has been a key accomplishment to date. The ministry will continue to facilitate First Nations involvement in spill response both for marine and terrestrial spills. The program has also submitted a proposal to the provincial First Nation's Internship Program to have a First Nation's student work on First Nations and other program initiatives during a 9 month placement.

#### OILED WILDLIFE PLANNING

The Environmental Emergencies Program is working to address current challenges with the oiled wildlife response structure in Canada that were highlighted during recent marine spills. Although most species of birds and mammals, especially in the marine environment, are under the authority of the Canadian federal government the province views the treatment of oiled wildlife as a critical component of spill response, and is therefore taking an active role in improving this capability.

The province has now prepared a draft oiled wildlife response plan that we are continuing to build upon and share with other agencies and stakeholders for comments. The province is looking forward to the development of a workshop on oiled wildlife with all agencies and stakeholders. Deliberations have already begun with federal agencies, the west coast spill response cooperative, the Wildlife Rehabilitators Network of BC, the BC Society for Prevention of Cruelty to Animals, and other key stakeholders to organize the workshop and ensure our respective plans will work in a complimentary fashion when implemented.

For more information about the BC Ministry of Environment's program for managing environmental emergencies related to spills see: <http://www.env.gov.bc.ca/eemp/>



THE CALIFORNIA DEPARTMENT OF FISH AND GAME'S  
OFFICE OF SPILL PREVENTION AND RESPONSE (OSPR)

OSPR, a division of the California Department of Fish and Game (DFG), is the lead state agency for spill response in California. OSPR was established by the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 (Act). The Act provides the OSPR Administrator with authority to direct spill response, cleanup, natural resource damage assessment and restoration. The mission of OSPR is to provide best achievable protection of California's natural resources by preventing, preparing for and responding to spills of oil and other deleterious materials and through restoring and enhancing affected resources. OSPR's "shared vision" is that we have an organization that:

- Is the Premier Agency for all aspects of spill prevention, response, and restoration;
- Operates with integrity;
- Is transparent and open;
- Values one another;
- Communicates and creates connections;
- Anticipates needs and is proactive;
- Inspires confidence and creativity; and
- Provides great service.

#### SPILL DATA

##### *Incident Tracking Database System*

OSPR's Incident Tracking Database System (System) was implemented on January 1, 2007 to collect and document data related to spills and spill response. It now has its first full year of data inputted. The Incident Tracking Database System is critical to the evaluation of causal trends in the state, allows for the allocation of resources accordingly and addresses response issues effectively and efficiently. The System is under continued development currently focusing on collecting more accurate and detailed inland spill data and is assessable through OSPR's website.

The collected data for this System is generated by OSPR's Field Response Team (FRT) members. The FRT is comprised of wardens, environmental scientists and oil spill prevention specialists. Each notified responder completes the data collection for

each incident. The notified oil spill prevention specialist completes the causal analysis and quantification data.

This System has been awarded the Project Management Institute-Sacramento Valley Chapter Project of the Year for 2007, given for superior performance and execution of exemplary project management. It also received a DFG Sustained Superior Accomplishment award and an OSPR Administrator's award. With our strategic partners, Kiefer Consulting, the system received a 2008 Government Technology Best Solution award.

##### *2007-May 2008 Data*

DFG/OSPR's Spill Notification Analyst reviewed 8,036 reported pollution incidents for 2007. There were 771 (41.9%) inland petroleum incidents and 1,067 (58.1%) marine petroleum incidents for a total of 1,838 California petroleum incidents for the year. DFG/OSPR responded to 1,067 (100%) of the marine incidents and 416 (53.9%) of the inland incidents. Of the 1,838 total petroleum incidents, 867 inland and 40 marine incidents for a total of 907 incidents met the Task Force reporting threshold of 42 gallons (one barrel).

As of June 1, 2008, DFG/OSPR received and analyzed 3,954 reported pollution incidents impacting the state of California for 2008. Of these, 403 (36 marine spills/367 inland spills) were petroleum-based spills which impacted waters of the state and met the Task Force reporting threshold of 42 gallons (one barrel).



## 2007-2008 IN REVIEW:

### TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

#### 2007/2008 TOP INCIDENTS

##### **Regal Stone, Ltd./MV Cosco Busan: San Francisco Bay Bridge Allision, San Francisco County (11/7/07)**

MV *Cosco Busan*, a 900-foot container ship outbound for Korea in heavy fog, allided with the San Francisco-Oakland Bay Bridge. The impact tore a 90-foot gash in the ship's port side 10 feet above the water line, which opened up two bunker tanks, spilling approximately 54,000 gallons of heavy bunker fuel oil in the San Francisco Bay.



*Cosco Busan*

##### **2007/2008 Top Greka Energy Incidents, Santa Barbara County**

Greka Energy had six spills at multiple facilities within Santa Barbara County between July 1, 2007 and February 28, 2008. Two (2) of the largest spills include: 1) 89,000 gallons of crude oil; and 2) 50,400 gallons of oil. DFG/OSPR formed a Multi-Agency Coordinating Committee of interested federal, state and local agencies has been formed to assure Greka Energy complies with all environmental and safety regulations. The investigations into the causes and environmental impacts of the spills are continuing.

**GREKA ENERGY/BELL LEASE INCIDENT (7/16/2007):** Approximately 12,000 gallons of crude



*Greka Bell Lease*



*Greka Blochman Pond*

oil were released into the environment when a corroded pipeline developed a leak at Greka Energy's Bell Lease facility. The leak caused oil and water to be released to the soil and surrounding area and subsequently into a dry ephemeral creek. Approximately ½ mile of the creek was heavily impacted.

**GREKA ENERGY/BLOCHMAN POND INCIDENT (12/7/07):** Approximately 89,000 gallons of crude oil spilled into a creek bed when an injection pump failed at the Greka Energy facility near Santa Maria.





**GREKA ENERGY/ZACA STATION INCIDENT (01/5/08):** Approximately 54,600 gallons of crude oil and 143,772 gallons of highly saline produced water flowed into an unnamed ephemeral creek after an injection pump failure caused a tank to burst and the secondary con-tainment to fail at Greka Energy's Zaca Lease facility in Los Olivos.



*Greka Zaca Station*

**GREKA ENERGY/PALMER UPPER POND INCIDENT (01/29/08):** Approximately 10,500 gallons of residual oil was released into Palmer Creek when an old transfer line leaked underground and oil surfaced into the creek at Greka Energy's facility near Santa Maria.



*Greka Palmer Road*

***Reaction Products/Reaction Products -Toluene Incident, Contra Costa County (5/5/08)***

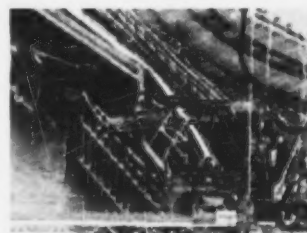
Approximately 3,300 gallons of the solvent toluene was released into a drainage ditch leading to San Pablo Bay after vandals stole a valve from an above-ground tank at the Reaction Products chemical manufacturing facility in Richmond. Most of the toluene was contained within the ditch, where it was collected before it reached the bay.



*Reaction Products*

***Tesoro Refinery/Tug Independence: Avon Wharf Allision, Contra Costa County (5/14/08)***

The Tug Independence hit a Tesoro refinery pier in Martinez damaging a fuel line. The initial spill estimate was 1,500 gallons, based on the full capacity of the pipeline. DFG/OSPR and the U.S. Coast Guard responded to this initial estimate. The spill turned out to be much smaller; however, the allision could have caused a much larger spill.



*Avon Wharf at Tesoro Refinery*



## 2007-2008 IN REVIEW:

### TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

#### NEW LEGISLATION:

##### **Assembly Bill 1220**

Effective October 12, 2007, the OSPR Administrator may submit, as a proposed appropriation in the Governor's Budget, an amount up to \$1.5 million, of the interest earned on the funds deposited into the Oil Spill Response Trust Fund, for the purpose of equipping, operating and maintaining the network of oiled wildlife rescue and rehabilitation stations (this is up from the prior cap of \$1.3 million for the Oiled Wildlife Care Network). The bill also makes technical clarifications to the procedures for the purchase and repayment of financial security when monies are borrowed by the Treasurer or the Administrator.

##### **Pending Senate and Assembly Bills**

As a direct result of the MV *Cosco Busan* oil spill in San Francisco Bay in November 2007, eight bills were introduced by the California legislature to correct perceived deficiencies in the response. OSPR is currently analyzing and tracking this legislation. None of the bills have been passed to date.

#### NEW RULEMAKING:

##### **Emergency Regulations: Notifications for Shoreline Protection Services for Non-High Volume Ports**

In 2007, regulations went into effect that require a tank vessel and non-tank vessel plan holder to demonstrate through a contract or other approved means that they have access to the response resources necessary to meet the timeframes required by the newly adopted Shoreline Protection Tables. A portion of those tables, for ports other than those identified as High Volume Ports, went into effect September 1, 2007. Essentially these are ports, harbors and waterways in California marine waters that are outside of the San Francisco Bay, the Los Angeles/Long Beach Harbor complexes and include Humboldt, Monterey, Santa Barbara and San Diego bays and harbors.

Because only a small number of covered vessels (i.e., vessels in OSPR's jurisdiction over 300 gross tons) visit these areas per year, it did not justify the capital outlay of funds that would be required to have shoreline protection equipment pre-positioned, including staff and boats, in these areas. The Oil Spill Response Organizations (OSROs) would,

however, be able to provide coverage to the plan holders in these areas with prior advance notice.

Emergency Regulations were promulgated in October 2007 to allow plan holders to give at least 24 hours advance notice to their OSROs to meet the 0-12 hour shoreline protection requirement in ports other than High Volume Ports. To finalize these requirements, a Rulemaking Notice was mailed on March 14, 2008, which had a 45-day comment period ending on April 29, 2008. The rulemaking package is being finalized and will be submitted to the Office of Administrative Law in June 2008.

##### **SPILL PREVENTION INITIATIVES:**

OSPR has three ongoing initiatives and one future endeavor to aid us in preventing oil spills:

- Analysis of root causes of oil spills (continuous development);
- Study of marine casualties occurring in California waters (continuous development);
- Evaluation of vessel casualty risks for vessels entering California waters (continuous development); and
- Enhanced oversight of California pilotage areas (future development);

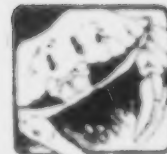
##### **Root Cause Analysis**

The top six constant causes over the years are: 1) equipment failure; 2) human error; 3) sinking/sunken vessels; 4) pipelines; 5) bilge pumping; and 6) unknown. More information is needed to determine strategies for reducing the number of events resulting from a specific cause. Some of these "causes" are more of a source than cause. During 2008, the Marine Safety Branch will refine information gathering to obtain more details that would be useful in developing strategies to reduce specific spill causes or sources.

##### **Marine Casualty Study**

OSPR's Maritime Safety Branch has completed a comprehensive study of marine casualties occurring in California marine waters for calendar year 2006. This study will be used as a baseline to determine if there are any detrimental measurable effects from changes in vessel navigation and vessel operation regulations, policies and practices.

In 2007, data continued to be gathered and analyzed to assess trends resulting from either the types of



vessels visiting California, or the regulations California may put into effect (i.e. air emissions and fuel switching). With a finite number of people in the Marine Safety Branch, these studies take a back seat to pollution response, oil spill contingency plan review, answering legislative inquiries, bill analysis and many other time sensitive directives.

#### ***Vessel Casualty Risks Evaluation***

The Marine Safety Branch is evaluating whether to subject vessels coming into California waters to a general risk analysis based on the European Union model. This initiative is still in its infancy. OSPR's California model has been tested with manual data inputs, but is in need of an input database which will be populated during 2008.

#### ***Escort Tug Requirements***

The Escort Tug Inspection Program (ETIP) was established and fully implemented in 2006. Escort tug regulations were changed which allowed tugs to enter into the ETIP in lieu of conducting triennial bollard pull tests. The program also provides a full list of tugs entered into the program. This allows an ETIP tug to operate as an escort in different California ports. The establishment of this program was a collaborative effort between OSPR, the five California Harbor Safety Committees, the tug industry and the American Waterways Operators (AWO). In 2007, the Escort Tug Inspection Program (ETIP) fully matured with tugs being enrolled and OSPR attending escort tug boatyard periods during the hull maintenance haul outs. The ETIP tug listing is available online at the OSPR website.

#### ***SPILL PREPAREDNESS INITIATIVES:***

Drills and inspections have been a successful tool in identifying response capabilities, as well as identifying numerous deficiencies and verifying which plan holders and OSROs meet regulatory requirements.

#### ***Vessel Unannounced Drills***

In 2007, OSPR conducted a total of 44 unannounced drills within the San Francisco Bay, Los Angeles/Long Beach and Port Hueneme areas. From January 2008-May 2008, OSPR conducted a total of 12 unannounced drills within the San Francisco Bay, Los Angeles/Long Beach, Port Hueneme and Humboldt areas. This is a total of 55 unannounced

drills for 2007-May 2008, with a majority of the drills being conducted in the San Francisco Bay area.

A breakdown of these drills include: 17 tank vessels, 31 non-tank vessels, three marine facility notification drills, two marine transfer unit notification drills and three unannounced equipment deployment drills. Out of the 56 drills conducted, one plan holder failed to receive credit. The success rate in drills conducted in 2007-May 2008 remained high with 98 percent securing the drills within the required 30 minute period.

#### ***Oil Spill Response Organization Drills***

For calendar year 2007, a total of six OSROs received unannounced drills (included equipment and training record inspection) within the San Francisco, San Diego and Long Beach South areas. As a result of those drills, one OSRO rating was modified. As of May 2008, a total of four OSRO drills (three unannounced/one announced, and included equipment and training record inspection) were conducted within the Humboldt Bay, San Diego and Los Angeles/Long Beach North areas in calendar year 2008. As a result of these drills, one OSRO is required to take corrective action.

#### ***Response Equipment Grants***

OSPR has developed, through local government grant regulations, a program to provide grants to local government entities to purchase response equipment. The application process has been developed, funding has been identified and criteria (matrix) has been developed to assist in determining areas where resources are not immediately available and where there are sensitive areas that would benefit from immediate containment. For fiscal year 2007/2008, Global Diving has won the contract to provide equipment to local governments. Monterey and Santa Cruz were awarded the first grants, which should be completed by June 2008.

#### ***Volunteer Program***

The San Francisco Area Contingency Plan subcommittee is reviewing existing volunteer programs, volunteer plans, lessons learned from the *Cosco Busan* incident and other oil spill responses. The goal is to develop a volunteer plan by September 2008. This would coincide with the planning cycle of the Area Contingency Plan updates. The volunteer subcommittee (local, state and federal agencies and non-governmental



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organizations) is to develop and implement a plan to train and utilize local emergency responders, convergent volunteers and existing non-governmental organizations in the activities of pre-beach and beach cleanup of oil.

#### *Contingency Plan Drills and Exercises*

The Contingency Plan Drills and Exercises Program (D&E Program) was established with the passage of the 2007/2008 Budget Act, which included seven approved positions for the program: two Research Program Specialists (Sacramento); two Oil Spill Prevention Specialists (Sacramento and Los Alamitos field office); two Environmental Scientists (Sacramento and Los Alamitos field office); and one Oil Spill Prevention Supervisor I. OSPR anticipates the D&E Program to be fully staffed by the third quarter 2008, with two positions remaining to be filled: 1) an Oil Spill Prevention Supervisor I; and 2) an Environmental Scientist for the Los Alamitos field office. As the D&E Program develops, some major accomplishments were met:

- Project management timeline for establishing the D&E Program;
- Creation of the Initial Drills and Exercises Database User Manual;
- Continuous planning and designing of major plan holder drills include the following major exercises:
  - ECM Maritime Services, March 13, 2008;
  - Smith River National Preparedness for Response Exercise, May 13-14, 2008;
  - San Diego National Preparedness for Response Exercise, June 10-12, 2008;
- Creation of a research projects draft list and preliminary work has begun on:
  - Drills and Exercises Manpower Needs Analysis
  - Comparison Study of Drills and Exercise regulations/programs (U.S.)
  - Utilization of GIS in planning for and conducting drills
- And establishment of a training curriculum.

The D&E Program will maintain the proposed specific goals of increasing drill attendance to fifty percent (50%) of the required spill management team exercises and twenty percent (20%) of the equipment deployment drills. Unit staff will evaluate each facility plan holder approximately once a year

and each vessel plan holder once every three years, on a continuing basis. When staff are fully trained and experienced, OSPR will reassess the specific goals of the D&E Program.

#### *SPILL RESPONSE INITIATIVES*

##### *Pipeline Spill Response Program*

New Contingency Plan regulations, which included pipeline equipment verifications, continue to be implemented. Each DFG/OSPR Oil Spill Contingency Plan with a pipeline distribution site must be reviewed to ensure all items in the Contingency Plan are in fact at the pipeline locations (i.e., spill response equipment, etc.). Drills remain of the utmost importance to the pipeline program and all pipeline plan holder drills are attended by an OSPS/Pipeline Representative.

##### *Natural Resource Damage Assessments (NRDA):*

OSPR's NRDA Program was originally established to assess damages to natural resources following an oil spill in marine waters. Since then, the NRDA Program has conducted NRDAs on behalf of DFG for a wide variety of pollution incidents, including oil spills affecting marine and non-marine waters, acid mine sites, hazardous material spills and stream sediment cases. NRDA claims range from less than \$1,000 to \$30 million throughout California. OSPR uses actual restoration costs as the basis for its NRDA claims. This is consistent with the NRDA rule implementing the Federal Oil Pollution Act (OPA) and other NRDA programs nationwide.

The NRDA and restoration approach used by OSPR is consistent with the OPA NRDA rule and consists of: 1) assessing natural resource injuries resulting from an incident and identifying potential restoration projects that provide the same or similar services as the injured natural resources, which is often done cooperatively with the responsible party; 2) scaling the size of the restoration project(s) needed to compensate for the injured resources, generally through the use of a habitat or resource equivalency analysis; 3) obtaining a settlement with the responsible party; and 4) using the compensatory dollars to implement restoration projects to restore the injured resources. This process is often conducted in cooperation with state and federal co-trustees who collectively form Trustee Councils responsible for restoration implementation after cases have settled. NRDA settlements for frequent,



small pollution events are often settled without the involvement of other resource trustees or the establishment of a Trustee Council. OSPR ensures that these funds are used in a timely fashion for in-kind types of habitat restoration.

Select oil spill NRDA case updates for 2007-May 2008 are:

- **COSCO BUSAN SPILL, SAN FRANCISCO BAY:** State and federal trustee agencies are continuing to assess the ecological injuries and impacts to human activities caused by the *Cosco Busan* oil spill in San Francisco Bay. The trustees will ultimately make a claim for funds from the responsible party to implement a variety of restoration projects. While most of the oil is no longer visible, research teams are continuing to collect samples and analyze the extent of the injury. The trustees are working cooperatively with many local agencies (such as the East Bay Regional Park District), as well as with the responsible party. While it is too early to estimate the amount of restoration required to address the injuries, the trustees are currently seeking restoration project or concept ideas to compensate for impacts to birds, marine mammals, fish, coastal habitats (including rocky intertidal, salt marsh, sandy beach, mudflats and eelgrass beds) and for impacts to human recreational uses.
- **GREKA SPILLS, SANTA BARBARA COUNTY:** OSPR's NRDA staff members are currently working on NRDAs for several spills at Greka facilities from 2007 and 2008 in collaboration with the southern California FRT staff and the regional DFG wardens. Spills of crude oil and produced water and the subsequent response actions impacted seasonal streams and associated riparian corridors in Santa Barbara County. The NRDAs for these spills include evaluation of area and degree of impact, potential duration of recovery and relative amount and cost of the necessary riparian restoration.
- **KURE/HUMBOLDT BAY SPILL, HUMBOLDT COUNTY:** The *Kure* spill occurred on November 5, 1997, when the vessel struck a dock inside Humboldt Bay and punctured one of its fuel tanks. Approximately 4,500 gallons of intermediate fuel oil was discharged into the bay. The spill resulted in injuries to birds, fish, their habitats and recreational uses. The trustees estimated that the spill killed approximately

4,000 birds, including 130 marbled murrelets. OSPR and co-trustees (USFWS on behalf of the Department of Interior and the California State Lands Commission) conducted a cooperative NRDA with the responsible party. OSPR and the USFWS are developing a draft Restoration Plan that will include projects for seabirds, dune and marsh restoration and human-use projects. The parties entered into a Consent Decree lodged in May 2008.

- **UNOCAL/AVILA SPILL RESTORATION, SAN LUIS OBISPO COUNTY:** On August 3, 1992, a Unocal pipeline break resulted in the spill of approximately 24,200 gallons of crude oil in the Avila Beach area of San Luis Obispo County. Oil flowed down a gully, over a cliff face and into the Pacific Ocean, resulting in injuries to terrestrial and marine habitats, seabirds, sea otters and fish (including salmon). OSPR and USFWS (Trustees) have been developing and implementing restoration projects since the case settled in 1996, with The Land Conservancy of San Luis Obispo County (Conservancy) serving as the local project management entity. In March of 2008, the Conservancy and Trustees completed restoration projects associated with the Avila settlement, including riparian revegetation/bank repair, fish passage barrier removal and estuarine habitat enhancement. A final report of restoration actions can be downloaded at OSPR's website

#### RESOURCE AND DEVELOPMENT INITIATIVES

##### *Scientific Study and Evaluation Program (SSEP):*

The SSEP was established to meet OSPR's legislative mandate to study, investigate and evaluate applied response programs, best achievable technologies and potential adverse effects of oil spills. The program also supports studies to improve natural resource damage assessment and restoration. Funding for the SSEP is provided on an annual basis, via solicitation for written project proposals.

A Technical Review Committee (TRC) has been established to provide an independent review and ranking of project proposals. The TRC consists of seven to 10 members, including both OSPR and non-OSPR members, selected by the chief of the Scientific Branch.

All proposals are rated and ranked for funding according to established criteria. Overall program direction, oversight and evaluation are provided by





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the Program Steering Committee (PSC). Based on recommendations of TRC and PSC, final project selection is approved by the OSPR Administrator. Projects are selected the year prior to their start date to facilitate contract preparation and project initiation. The results and products of all projects are evaluated by OSPR staff and maintained in a central location at OSPR headquarters. These reports/results are available upon request and are available for download at the SSEP website. Each project is required to submit an annual report and participate in an annual program meeting/symposium.

Since its inception in 2003, 37 projects have been funded, with a total encumbrance of \$2,025,613 in contracts for this program through fiscal year 2007/2008, with nine (9) projects planned for funding in fiscal year 2008/2009. The projects funded in fiscal year 2007/2008 are:

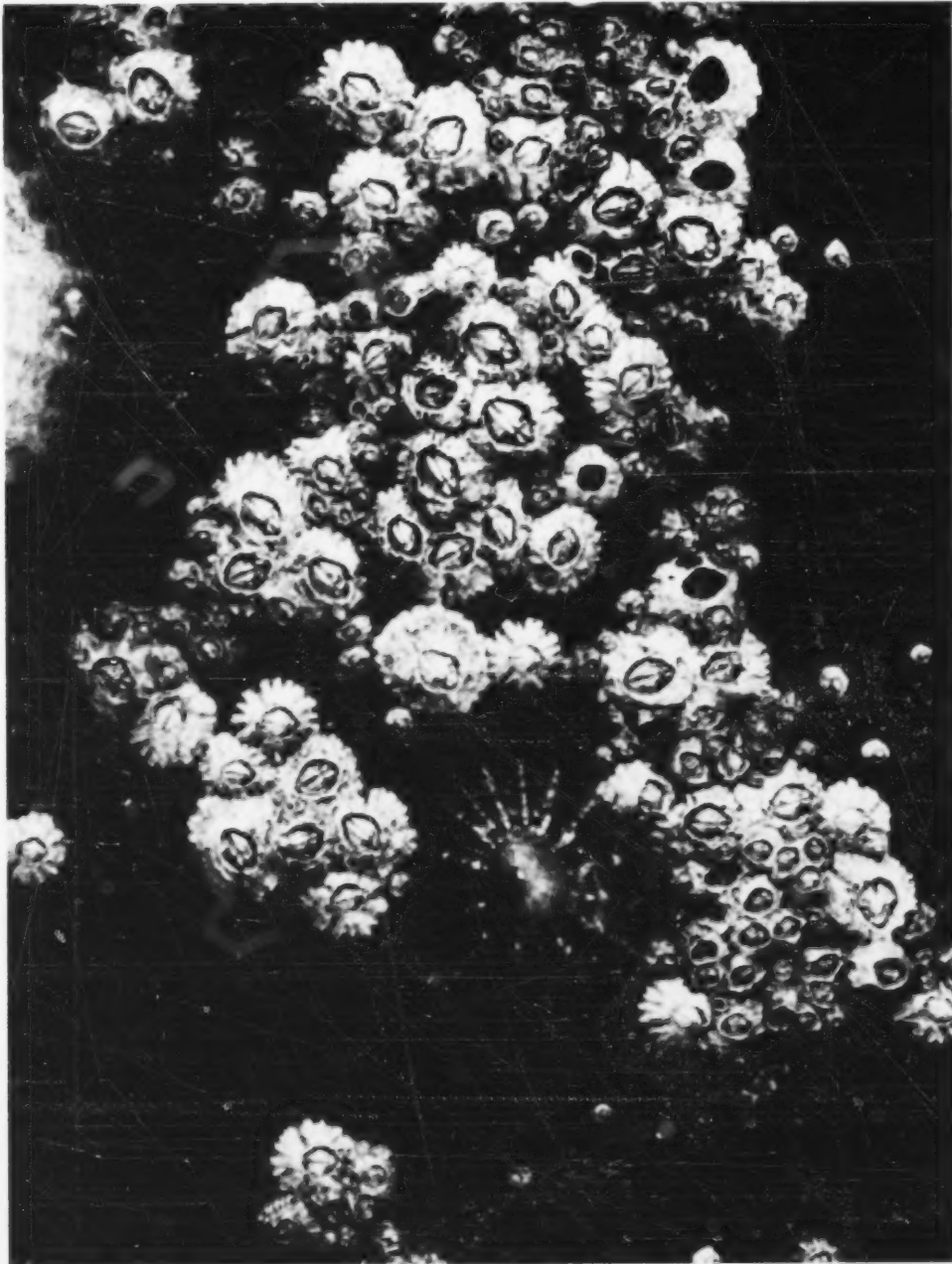
- Effects of the Polycyclic Aromatic Hydrocarbon, Naphthalene, on Growth and Development of Japanese Quail and Mallard Duck Hatchlings;
- The Benefits, Particularly to Furred and Feathered Wildlife, of the Use of Biodegradable, Particulate Sorbent in Spill Response;
- Development and Evaluation of Remote Sensing and Portable GIS Technologies in a Real-Time Oil Spill Detection and Response System;
- PIECES II Computer Simulation Exercises of Protection Strategies for Selected Environmentally Sensitive Sites on the California Coast; and
- Floating Bird Diverter Evaluation.

#### OSPR WEBSITE

For more information about OSPR's activities, please visit <http://www.dfg.ca.gov/ospr/index.html>



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### HAZARD EVALUATION & EMERGENCY RESPONSE OFFICE OF THE ENVIRONMENTAL HEALTH ADMINISTRATION IN THE HAWAII DEPARTMENT OF HEALTH (HEER)

#### PROGRAM MISSION

The Hazardous Evaluation and Emergency Response (HEER) Office serves the people of the State of Hawaii by addressing all aspects of releases of hazardous substances including oil into the environment. Our work includes preventing, planning for, and responding to hazardous substance releases or risks of releases. The HEER Office accomplishes this mission by addressing contaminated sites with the highest risk to human health and the environment first, by preventing contamination rather than cleaning up after the fact, and by basing decisions on sound scientific principles and common sense.

The Office is comprised of three operating sections, each addressing an important aspect of its mission. The implementing sections are organized as follows: 1) Emergency Preparedness and Response; 2) Site Discovery, Assessment and Remediation; and 3) Hazard Evaluation.

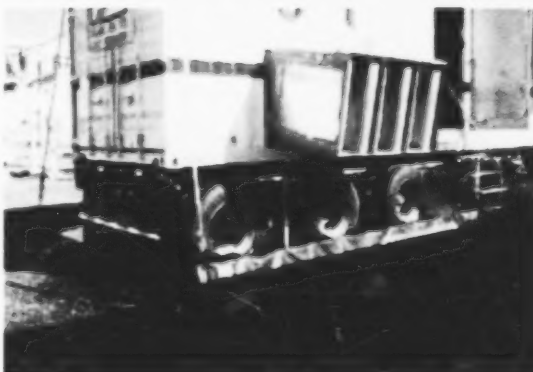
The HEER Office Emergency Preparedness and Response Section (EP&R), along with the four State On-Scene Coordinators (SOSCs), is responsible for planning, preparing for, and responding to releases of a hazardous substance and/or oil that may cause immediate and substantial threat to human health or the environment. The SOSCs have been trained to enter hazardous atmospheres in self contained breathing apparatus (SCBA) and various types of personal protective equipment. As back-up personnel to first responder County HAZMAT teams, SOSCs are on 24-hour call.

#### SIGNIFICANT EVENT SUMMARIES

During FY 2007, the HEER Office received 507 notifications which were directly concerned with the release of hazardous chemicals or oil spills. Of the 507 notifications reported, 82 required a site response by a State On-Scene-Coordinator (SOSC) and/or a major off-scene coordination and response effort. Notable among the spill responses during FY 2007 are the following:

##### *Hawaiian Electric Company Diesel Spill*

On the morning of 25 June, 2007 the HEER Office received notification of a 5,900 gallon diesel spill from a generator tank line at the CAMPBELL ESTATE Industrial Park substation. The oil overflowed the containment and spread over a large ground area.





*Kaimikai-O-Kanaloa*



*Under Honolulu  
harbor pier*

#### **University of Hawaii Research Vessel Diesel Spill**

On 11 October, 2007 the UH Vessel KAIMIKAI-O-KANALOA reported diesel fuel from under Pier 45 in Honolulu harbor where they tie up. Investigation determined that 7,400 gallons of diesel fuel had leaked into a gray water tank that was adjacent to the diesel fuel tank aboard the vessel. The diesel fuel had been pumped into the sewage lines ashore. Diesel fuel flowed from a cracked PVC sewage line under the pier into Honolulu harbor.

#### **Barbers Point Harbor Diesel Spill**

An oil spill was reported in the Barbers Point Harbor on the morning of 23 February, 2008. The cause and source of the spill was unknown. Overflights observed a large oil sheen in Barbers Point Harbor and stretching out the channel west toward KO'OLINA Resort and the power plant. A slight odor of diesel was reported. The Ko'Olina marina and lagoons were impacted. Investigation determined that the diesel fuel may have spilled during a discharge from a tanker to TESORO Oil or Aloha Petroleum fuel lines ashore, or during a transfer from TESORO Oil tanks to a tank barge. Clean Islands Council conducted the spill cleanup. It was



*Barbers Point  
Harbor*

estimated that the spill amount was 1000 gallons of light diesel. The spilled oil matched the oil that was transferred ashore and back to a barge. Pipeline tests, vessel tank soundings and hull inspection did not indicate the cause of the spill. The investigation is still ongoing.

#### **OIL SPILL PREPAREDNESS**

DOH, in partnership with Clean Islands Council, has developed a semi-mobile oiled wildlife facility. A laundry unit was constructed and added to the existing stabilization, food preparation, and emergency power trailers already developed. These units are designed to be moved easily to the location of any incident.

A Coast Guard led Oil Spill Exercise with Hawaii Electric as the Responsible Party will be held September 18-19, 2008.

#### **HAWAII DEPARTMENT OF HEALTH WEBSITE**

Additional information about the environmental program and available documents can be obtained at the Department of Health web site at: <http://www.hawaii.gov/health/environmental/hazard/index.html>.



*Ko'Olina Marina*



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#### EMERGENCY RESPONSE PROGRAM, OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

##### PROGRAM MISSION

The Emergency Response Program at the Department of Environmental Quality (DEQ) supports the agency's strategic direction to protect human health and the environment from toxics by preventing, preparing for, and minimizing the danger posed by catastrophic releases of dangerous chemicals.

The oil spill planning and preparedness responsibilities are carried out by approximately 3 staff located in the DEQ's headquarters in Portland, Oregon. This program is responsible for facility and vessel oil spill contingency and prevention plan review, drills and exercises, geographic response planning and general coordination.

Response activities are carried out by three State On-Scene Coordinators located at regional offices in Bend, Eugene and Portland, as well as a duty officer and response coordination and planning staff located at the headquarters office. This program is enhanced by personnel from several other programs that provide after-hours duty coordination and are located in various parts of the state.

##### SPILL STATISTICS

DEQ received approximately 2,300 spill notifications in 2007. This represents over 40% of all the calls the Oregon Emergency Response System received. The notifications from the Emergency Response System resulted in 495 projects that required detailed follow-up.

There were over 93 reports of petroleum product releases over 42 gallons and five spills of petroleum product that were over 1,000 gallons. Three facilities and six vessels regulated under The Oregon Oil Pollution Act experienced releases. There were no regulated pipeline spills. There were six spills from fishing vessels reported and six spills reported from recreational vessels. There were three spills from tank trucks and eight rail related incidents reported.

##### PREPAREDNESS

DEQ has taken several steps towards expanding Oregon's preparedness including:

- Upgrading and adding additional communications equipment and interoperability;
- Upgrading the mobile emergency response unit;
- Identifying and training additional regional emergency response personnel in the areas of NIMS/ICS as well as scientific aspects of oil spills so that positions including shoreline cleanup assessment, environmental unit and planning specialists are filled with qualified personnel;
- Developing a database to track ICS training level and subject matter expertise;
- Participating in the development of a Disaster Debris Management Plan for the State of Oregon;
- Updating and converting Geographic Response Plans for Oregon bays and estuaries to a geo-database format for electronic publishing and distribution;
- Participating in national, state and local drills and exercises including TOPOFF 4, NLE2, CSEPP, NPREP and GRP deployment training; and



Cathy Rodda (left) and Dana Huddleston work in the Emergency Response Unit during a response on Highway 58 near Crescent Lake



- DEQ is participating in a pilot project to share information through the Columbia-Snake Transportation Security Network. This has enabled DEQ to acquire and share real time incident specific information.

#### RESPONSE

Response to several fishing vessels that sank off the coast of Oregon was impeded due to location and/or weather conditions. Tank trucks spills continue to cause challenges to response for the State On-Scene Coordinators (SOSC) in all three regions of Oregon.

In an effort to increase response capacity, DEQ has recently hired a fourth SOSC/Duty Officer. This position will provide backup or other ICS position support to the current SOSCs. Current State On-Scene Coordinators are:

- Wes Gebb-Western Region
- Ray Hoy-Northwest Region
- Mike Renz-Eastern Region
- Garrett Wickham-Headquarters

#### NEW CARISSA

Titan Salvage (a Crowley Company) has deployed the salvage barges *Karlissa A* and *Karlissa B* to the North Spit of Coos Bay in an effort to remove the stern section of the *New Carissa*. The jack-up barges will be used as working platforms as crews dismantle the *New Carissa*. Local resources such as helicopters and heavy equipment are being used by Titan Salvage where possible to assist with the removal of the stern section of the *New Carissa*.

The project is being handled by the Oregon Division of State Lands (DSL). DEQ has reviewed the oil spill prevention and response plan on behalf of DSL. DEQ will also be providing technical assistance to DSL on "critical evolutions" or times when activities are perceived to have a greater potential for an oil spill.

#### OREGON EMERGENCY RESPONSE WEBSITE

For more information on the emergency response programs at DEQ, please go to: <http://www.deq.state.or.us/wmc/cleanup/sp10.htm>

*The Emergency Response Unit arrives to provide a place to work during a response to a tank truck spill and fire on Highway 58 near Crescent Lake*



*The footing for a cable car is installed at the ridge of a fore-dune. The cable car will shuttle workers between the beach and the jack up barges during the removal of the stern section of the *New Carissa**



*The *Karlissa A* moving into place for the removal project*



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#### THE SPILL PREVENTION, PREPAREDNESS, AND RESPONSE PROGRAM OF THE WASHINGTON DEPARTMENT OF ECOLOGY

##### PROGRAM OVERVIEW

Washington State's Spill Prevention, Preparedness and Response program activities include responding to oil and hazardous materials spills, performing vessel and facility inspections, evaluating readiness drills, drug lab cleanups, contingency plan reviews and much more. The program delivers services 24/7 from 4 regional offices and 2 smaller field offices.

Although many factors have shaped our program, lessons learned from our work activities have been of critical importance. Lessons learned from "preventable" spills help sharpen focus, drive our strategic planning, and direct our future work. While some of the challenges facing the program are somewhat predictable, many others are in constant flux - requiring us to be vigilant, in a constant state of readiness, flexible, and forward-thinking.

Investment in the Spills program has dramatically reduced the number and volume of major spills in the state. In the five year period centered on 1990, Washington State averaged three major spills (over 10,000 gallons) annually to surface water. Today the average is about one spill of between 10,000 and 20,000 gallons per year.

The following report provides a brief sampling of some of the many initiatives and activities of the Spill Prevention, Preparedness and Response program.

##### SPILL INCIDENTS

- **Whitley Fuel Co fire in Spokane:** On July 23, 2007 a four-alarm fire broke out at Whitley Fuel Co. in Spokane, WA. A large warehouse containing 25,000 gallons of petroleum fluids and 28,000 lbs of lubricating grease fueled the fire. Some 9,000 gallons of petroleum was recovered from the site with most of the remaining contents believed to have burned. Fire run-off reached

the Spokane River by way of storm drains. The cause of the fire is still under investigation. Recovered product in the storm drains and river are still being calculated.

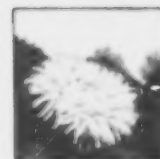
- **Rail Overflow in Mt Vernon:** On January 15, 2008 Ecology responded to a report of 500 gallons of waste oil overflowing from a rail car in Mount Vernon. The night before a driver had delivered 7,000 gallons of waste oil which overflowed the car by 1,000 gallons. The railroad track, ties, ballast and 350 tons of contaminated soil were impacted. Ecology and response contractor NRCES spent a week vacuuming puddles of oil, pulling tracks, removing soil and digging trenches to ensure that the Skagit River would not be affected via groundwater. The company Safety Kleen is working on better



practices and training to ensure the documented amount of oil in the railcar is accurate, and if a spill is seen, to have timely notification.

Whitley Fuel Co. fire





- **Fishing Vessel *Muir Milach* in Blaine:** On August 17, 2007 Ecology's Bellingham Field office spill response team was notified of an incident from the fishing vessel *Muir Milach* located in Blaine. Spills responded to the site and met with local emergency responders to assist with control and containment of the spilled diesel. WDOE's spill response trailer from the Blaine Marina was utilized. All spill response materials from the trailer were expended on this spill. Due to quick response the cleanup went well with limited areas impacted and minor damage to the environment. The total spilled is estimated to be 260 gallons.



- **S.S. *Catala* Removal, Damon Point, Ocean Shores:** In the spring of 2006, a beachcomber discovered what turned out to be thousands of gallons of oil and oily water in the S.S. *Catala* in Ocean Shores. The 215-foot long vessel ran aground during a storm in on January 1, 1965 and then was buried in the sand years later after the upper portions of the ship were cut off. A 17-month multi-agency cleanup effort culminated in the removal of 34,500 gallons of heavy fuel oil, 360,000 gallons of oily water, 2,585 tons of oil-contaminated sand, 33 cubic yards of asbestos-containing materials and 345 tons of scrap steel. Ecology funded the \$6.5 million cleanup, which protected an important environmentally sensitive area, using the state's Oil Spill Response Account.



SS *Catala*

- **Tug *White Salmon* Sinking, Kalama, Columbia River:** On October 17, 2007 the Tug *White Salmon* was discovered sunk on the Columbia River at Kalama. The 55-foot vessel spilled nearly 200 gallons of diesel fuel and lube oil. Ecology, the U.S. Coast Guard and SDS Lumber Company, owner of the vessel, managed the salvage operation involving a dive company, barge crane and environmental cleanup contractor. Enforcement is pending.



- **F/V *Bowfin*, Trident Seafoods, Tacoma:** The F/V *Bowfin* was in standby status at dock in Tacoma with engines operating to maintain electrical systems on December 17, 2007 when approximately 500 gallons of diesel spilled through a vent in a day tank to the Hylebos Waterway. The vessel was pre-boomed per Trident Seafoods' standard procedures. Ecology, the U.S. Coast Guard and Trident managed the response over a seven day period resulting in the recovery of some 400 gallons of fuel. Enforcement is pending.



F/V *Bowfin*



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- **F/V Anna Marie Grounding, Pacific Coast:** The 70-foot F/V *Anna Marie* with 2,000 gallons of diesel fuel and 40,000 pounds of crab grounded on the Pacific Coast near Copalis Beach on January 22, 2008. A four-day salvage effort by Fred Devine Diving & Salvage Company, which was overseen by Ecology, the U.S. Coast Guard, State Parks, the Olympic Coast National Marine Sanctuary and the Quinault Indian Tribe, resulted in the successful removal of the vessel with no oil spilled. This incident highlighted the continuing threat of coastal groundings and the potential need for the emergency response tug at Neah Bay.

F/V Anna Marie



## 2008 LEGISLATIVE SESSION

### During the 2008 legislative session:

A \$2.4 million supplemental appropriation was provided to cover a Spills Program funding shortfall caused by an oil export tax credit audit and refund. In addition, a one year \$3.65 million appropriation was provided to continue the Emergency Response Tug Stationed at Neah Bay year round from July 1, 2008 to June 30, 2009.

## PARTNERSHIPS

### Overview

Partnerships with other state and federal agencies, legislators, industry, environmental groups, tribes and the public have resulted in effective spill response and well coordinated, aggressive responses. These partnerships are fundamental to our success.

### U.S. Coast Guard

On June 20, 2007 U.S. Coast Guard Admiral Richard Houck and Governor Christine Gregoire convened an

Oil Spill Summit and renewed the 2001 Memorandum of Agreement, expanding the partnership between Washington State and the Coast Guard. This event was preceded by six months of program development work by the two organizations. Two weeks before the Summit the agencies held a televised public meeting to present their proposed shared strategic work plan. At the meeting, a diverse panel of experts and the general public provided written and oral comments on the strategic work plan. The renewed memorandum of agreement (MOA) with the U.S. Coast Guard (USCG) includes working protocols that describe coordination of shared activities. The MOA demonstrates the strength of the federal/state partnership in Washington State, and will help to ensure that the work of Ecology and the U.S. Coast Guard continues to be well coordinated and highly effective.

## PREVENTION

### Emergency Response Tug at Neah Bay

The state funded standby emergency response tug stationed at Neah Bay is an important safety net to prevent disabled ships and petroleum barges from grounding in the western Strait of Juan de Fuca or off our outer coast. In 2007 the emergency response tug, Crowley Maritime's *Gladiator*, was dispatched seven times to escort vessels from the entrance of the Strait of Juan de Fuca toward Port Angeles. In all seven cases, the vessel in distress had experienced a temporary loss of propulsion, steering, or both.

### Oil Transfer Rules

In 2005, the Legislature broadened Ecology's authority to include all large oil transfers occurring over water, whether it was a vessel-vessel transfer or a facility-vessel transfer. Over 41 million gallons of oil are delivered over Washington's sensitive public waters every day. Ecology's new rules governing both fueling and bulk oil cargo transfers went into effect in October 2007. During early 2008, 80% of all oil transfers subject to the booming requirements were pre-boomed.

Spill staff conditionally approved 22 Safe and Effective oil transfer reports in 2007. These reports determine the "threshold values" for sea and wave conditions, wind speed, current velocity, and any other pertinent conditions that limit the feasibility of oil transfer pre-booming operations.



*The hull of the SS Catala, surrounded by  
a newly constructed containment wall.*



2007-2008 IN REVIEW:

## TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

### PREPAREDNESS

#### *Oil Spill Contingency Plan Approval*

Washington State's oil spill contingency plan rules were updated in 2006. During 2007, Ecology began receiving revised contingency plans prepared under the new standards from oil facilities, pipelines and tank vessel companies. Some of these rule changes will be phased in as companies make required purchases, equipment moves and develop new procedures.

The rule includes a process for the public to review and comment to Ecology on contingency plans. Enhancements to the public involvement process include:

- Response equipment listed on a central webpage that can be downloaded and sorted by location or equipment type.
- Plan reviews posted on Ecology's webpage so the public can see what changes are being made in plans.
- A special email "listserv" tool to automatically announce public review opportunities for the plans.

#### *Drills*

Conducted over 500 drills with facilities and vessel companies in 2007 to ensure industry is prepared in the event of a spill. These drills ranged from simple vessel notification drills, to complex and expensive equipment deployment drills.

### RESPONSE

#### *Partnering with Local First Responders*

Early actions taken during an oil spill response can make a very large difference in reducing the effects of oil spills. Thanks to a \$1.45 million grant program authorized by the 2006 Legislature, Ecology provided 61 local and tribal government agencies across the state with response equipment and training during 2007. This included equipment in 99 key locations across the state, 67 oil spill response trailers containing 54,800 feet of oil containment boom plus another 32 repositories of response supplies. More than 1,000 local first responders were trained to use the equipment. Local first responders deployed the new spill response equipment at least 21 times in 2007.

#### *Technology Allows Early Assessment and Tracking of Spills*

Specialized aerial observation platforms are used for the early detection and assessment of on-water oil spills. In 2007, Ecology worked with both the King County Sheriff's Office and the Washington State Patrol (WSP) to test and improve their specialized aerial equipment to ensure its effectiveness and availability during oil spills.

#### *Natural Resource Damage Restoration Projects*

In 2007, Ecology collected more than \$27,000 from oil spill natural resource damage assessments. In addition, the Coastal Protection Fund Committee invested more than \$156,000 in seven environmental enhancement or restoration projects:

- Partnering to purchase 75 acres on the Black River, Thurston County, and 250 acres along Smuggler Slough, Whatcom County.
- Partnering to create 11 acres of salt marsh in Salmon Creek estuary, Jefferson County.
- Habitat restoration at Bottle Beach State Park, Grays Harbor County.
- Removal of dredge spoils to restore shorelines in the Swinomish channel at La Conner, Skagit County.
- Removal of armoring in the upper-intertidal at the Frye Cove County Park in Eld Inlet, Thurston County.
- Removal of a road bed prism to restore shoreline functions in Pickering Passage, Mason County.

### FUTURE EXPECTATIONS

#### *Acting on Lessons Learned*

In November 2007, the San Francisco Cosco Busan oil spill highlighted the exceptionally high level of public expectations for spill prevention, preparedness, and response. The program will continue to work with the Legislature and stakeholders to align real on-the-ground capabilities with the public's expectations. We will be working on the following priority areas during 2008 and 2009:

#### *Averting a Budget Shortfall in 2009*

Without additional funding, Ecology's Spills Program will experience a budget shortfall in 2009. This budget problem could affect our ability to protect



## 2007-2008 IN REVIEW:

### TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

Washington's environment, economy, quality of life and cultural assets from the effects of spills. The shortfall is in part due to additional work directed by the legislature, and the lack of a sustainable level of funding. In anticipation of this problem, the 2007 Legislature directed the Joint Legislative Audit and Review Committee (JLARC) to conduct a study and make recommendations for a long term, risk-based funding solution. The program will be working with JLARC, legislators, and all other stakeholders to ensure that the Legislature will have the best information and an opportunity to consider options to provide a long-term funding solution.

#### Volunteer Management

Managing volunteers can be a critical part of ensuring public support and mounting an effective response for major oil spills. A lesson learned from the *Cosco Busan* spill in San Francisco Bay is that volunteers will step forward in large numbers – and Ecology must be ready to capitalize on their capabilities and commitment. All volunteers must be properly trained to protect their health and safety. The work of volunteers must be well coordinated to ensure that sensitive environmental habitats (like marshes and wetlands) and archeological sites are not trampled by well intended, but poorly trained/managed volunteers. In the coming year, Ecology will pursue the necessary partnerships and funding to have an effective volunteer management program.

#### Natural Resource Damage Assessment

During 2008-2009, Ecology will be changing its Natural Resource Damage Assessment rule to raise the "ceiling" on assessments from \$50 to \$100 per gallon. This action comes as a result of 2007 legislation that changed the state's definition of oil to include biodiesel; and raised the ceiling for oil spill natural resource damages from a maximum of \$50 to \$100 per gallon.

#### Expand State Capability to Respond to Catastrophic Oil Spills

Among the innovative actions Ecology would like to pursue would be a combination of actions to enable the response community to conduct efficient spill containment and clean-up operations at night and during inclement weather. If funded, this long term initiative would better align real on-the-ground response capabilities with the current exceptionally high public expectations.

#### ECOLOGY SPILL PROGRAM WEBSITE

For more information on the Washington Department of Ecology, please visit their website at: [www.ecy.wa.gov](http://www.ecy.wa.gov). The Ecology Spill Prevention, Preparedness, and Response Program website is: <http://www.ecy.wa.gov/programs/spills/spills.html>

#### MAJOR SPILL STATEWIDE\*

Date	Spill Name	Volume (gallons)	Type of product	Location
3/10/64	United Transportation Barge	1.2 M	Diesel	Outer Coast, Grays Harbor
4/26/71	United Transportation Barge	230,000	Diesel	Puget Sound, Skagit
1/1/72	General M.C. Meigs	2.3 M	Heavy Oil	Outer Coast, Clallam
1/10/73	Trans Mountain Pipeline	460,000	Crude Oil	Whatcom County
1/1/78	Columbia River Barge	100,000	Diesel	Columbia River
9/23/83	Olympic Pipeline	168,000	Diesel	King County
3/20/84	SS Mobil Oil	200,000	Crude Oil	Columbia River, Clark
11/28/85	Olympic Pipeline	34,000	Jet Fuel	King County
12/21/85	Arco Anchorage	239,000	Crude Oil	Strait of Juan de Fuca
5/8/86	Olympic Pipeline	70,000	Oil	King County
1/31/88	MICN 5	70,000	Heavy Oil	Puget Sound, Skagit
8/12/88	NAS Whidbey Island	11,000	Jet Fuel	Puget Sound
12/23/88	Nestucca	231,000	Heavy Oil	Outer Coast, Grays Harbor
1/17/90	PNW Terminals	200,000	Tallow Oil	Pierce County
2/7/90	Olympic Pipeline	12,600	Diesel	King County
2/25/90	Manchester Naval Supply Depot	70,000	Diesel	Kitsap County
3/27/90	Texaco Refinery	130,000	Diesel	Skagit County
3/28/90	U.S. Navy Supply Center	10,000	Diesel	Kitsap County
6/24/90	Sulak	15,000	Diesel	Outer Coast, Pacific
7/14/90	PNW Terminals	30,000	Tallow	Tacoma
8/10/90	Chevron Richmond Beach Park	763,000	Asphalt	King County
1/1/91	Monitor Tanker	10,000	Gasoline	Okanogan County
1/6/91	US Oil Refinery	600,000	Oil	Pierce County
2/22/91	Texaco Refinery	210,000	Crude Oil	Skagit County
7/22/91	Tenyo Maru	400,000	Heavy Oil	Strait of Juan de Fuca, Clallam
11/3/92	Chevron Pipeline	20,000	Jet Fuel	Lincoln County
10/18/93	US Oil Refinery	264,000	Crude Oil	Pierce County
12/31/94	Crowley Barge 101	26,900	Diesel	Rosario Strait
24/20/96	Wind River Train Derailment	65,000	Diesel	Wind River, Skamania
12/6/96	GATX	49,000	Gasoline	King County
1/1/97	TOSCO Refinery	31,500	Other Oil	Whatcom County
8/5/97	TOSCO Refinery	18,800	Fuel Oil	Strait of Georgia, Whatcom
11/25/97	Texaco Refinery	21,000	Diesel	Skagit County
3/16/98	US Oil Refinery	84,000	Diesel	Pierce County
4/2/98	U.S. Department of Energy	14,700	Waste Oil	Benton County
11/5/98	Rocky Reach Dam	700	Hydraulic Oil	Chelan County
11/11/98	Tacoma Public Utility	10,000	Other Oil	Pierce County
1/13/99	TOSCO Refinery	84,000	Diesel	Whatcom County
6/10/99	Olympic Pipeline	277,200	Gasoline	Whatcom Creek
10/14/00	Tidewater Pipeline	43,000	Gasoline	Franklin County
10/26/00	Trans Mountain Pipeline	35,000	Crude Oil	Whatcom County
2/25/02	Lower Monumental Dam	2,500	Hydraulic Oil	Snake River, Franklin
4/21/02	Cowlitz County PUD	10,659	Lube Oil	Yale Reservoir, Cowlitz
12/30/03	Foss Tank Barge	4,600	Fuel Oil	Puget Sound, King
1/15/04	Dalles Project	1,300	Transf. Oil	Columbia River, Klickitat
10/14/04	Polar Texas	7,200	Heavy Oil	Puget Sound, King
3/1/05	Fairchild Air Force Base	24,000	Diesel	Spokane County
8/8/05	Avista/Cenex	40,000	Diesel	Spokane County
8/31/05	Gig Harbor Marina Fire	6,097	Diesel/Gas	Puget Sound, Pierce
11/3/06	Puget Sound Energy	18,200	Diesel	Silver Creek, Pierce

\* This table shows the dramatic decline in the number of oil spill over 10,000 and 100,000 gallons that has taken place since the creation of the state's oil spill program in 1991. This decline is attributable to hard work and partnership among industry, the Coast Guard, Department of Ecology Spills Program, tribes, local government, environmental groups and other stakeholders.



[www.oilspilltaskforce.org](http://www.oilspilltaskforce.org)



